

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

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THE PRESS ON "SEAFARING."

SEAFARING (150, Minories, E., 1d. weekly) weighed anchor on July 7th with a cargo that will be appreciated by all who go down to the sea in ships.—*Literary World*, July 20th, 1888.

On Saturday was issued the first number of SEAFARING, a penny weekly journal devoted to the interests of the seafaring class. The want of some independent medium for the expression of seafaring opinion has long been felt, and this want the new journal will, in all probability, adequately supply. The present number is full of such news as must render it welcome to nautical men, and is besides ably and smartly written.—*Morning Advertiser*, July 9th, 1888.

We have received and perused with much interest the first number of a new Saturday journal entitled SEAFARING. As its name implies, it is an organ devoted to the interests of that class which is the backbone of our commercial prosperity as a people, and, as far as can be judged from a first issue, the new venture promises to do good service for those in whose special behoof it is started. Unlike the majority of class-newspapers it is brightly and pleasantly written, and contains much that is sure to command the interested attention of the general reader. The muse of verse-writing is pretty extensively invoked in the number before us, the editorial programme is frankly put before the public, and several of the prose "yarns" are very readable. SEAFARING looks as if it meant business, and good business, too, in the long run.—*The Evening News*, July 9th, 1888.

SEAFARING is the title of a new organ of the seafaring class, which is to be published weekly by Mr. Victor G. Plarr, at 150, Minories, London. We do not know of any journal which occupies the ground—or sea—intended to be covered by this new periodical. It is racy of the ocean, and is intended more for the fore-castle than for the cabin, but yet there will be something for both, and something also for those who "follow the sea" only with their eyes—and hearts—from the land. The object of the publisher is to furnish "a fair and fearless organ in the Press" for the seafaring community. It will advocate the interests of seamen, but is in no way intended to set class against class, and it will be "as largely as possible written by hands which can wield a marlinspike as well as a pen." And where it does not instruct SEAFARING

promises to amuse, for it means to be "a lively paper." The first number, we are told, has been rather hastily got up, but it is full of interesting matter, and has also plenty of jollity. Notable among the contents are some graceful verses, "The Message of the Sea," by Gordon Gun, formerly of Glasgow.—*Glasgow Herald*, July 12th, 1888.

Almost every trade nowadays has its trade organ, and some businesses are served by many papers. The latest addition to trade journalism is SEAFARING, a weekly penny paper, which had birth on the 7th inst. The name indicates the aim. What sailors are interested in, and need to know, is culled from all quarters, and brought within the columns of the new journal as succinctly as possible. The state of the labour market, the wages at a large number of well known ports, an hotel directory, a list of leading Sailors' Homes throughout the world, and postal information, form features of the "dry useful information" class, and there is also a collection of good literary matter to interest and instruct the sailor ashore or afloat.—*The Star*, July 17th, 1888.

Of the making and issuing of periodicals there appears to be no end. It is not often, however, that they break fresh ground. I have just looked through the first number of a clever, instructive, and amusing little paper with the original title—which is something in these days of general usedupedness—"SEAFARING, the organ of the seafaring class," published weekly, price one penny, at 150, Minories, London, E. In his initial leader, the editor says:—"SEAFARING is intended to advocate the interests of the seafaring class of this great maritime Empire. SEAFARING is in no way intended to set class against class. Should the occasion arise we shall be found at least as ready as most of our journalistic brethren to suffer in defence of the right. But the cause of SEAFARING is not to be advanced by attacks on shipowners and officers. Where shipowners and officers are manifestly in the wrong, we shall not hesitate to say so. But neither shall we hesitate to point out where the seamen are wrong. . . . This journal will be as largely as possible written by hands which can wield a marlinspike as well as a pen." Ye mariners of Milford, Fishguard, Newport, and Cardigan, who live at home at ease, or tempt the dangers of the seas, "Awast there!" as Cap'en Cuttle would say, and out with the shot from your lockers to aid this trim little craft that has just been launched for the furtherance of your heroic calling.—*Haverfordwest and Milford Haven Telegraph*, July 18th, 1888.

YARNS.

III.

A YARN OF LOVE AND LUERE.

(With Apologies to Lord Tennyson.)

In her ear he whispers daily,
And a tale of love did tell,
Till the lies he told so gaily
Made her think he loved her well.
She replies with glances brighter,
Looking fondly in his face,
(He's an impecunious writer
Lodging at her mother's place).
And that impecunious lodger
'Neath that maiden's mother's roof
Daily spooned—the artful dodger—
Making love without reproof.
"I am short of cash, my dearest,"
Said he in a tender way;
"And I have not got the merest
Cent within my purse to-day;
So that bill I owe your mother"—
Here he softly squeezed her hand—
"Till some future day or other
Must be, dear, allowed to stand."
"Oh, my lover, has she pressed it?"
With a pout the maid replies,
"Horrid bill! I quite detest it!
Filthy lucre I despise.
I will make all matters pleasant,
Do not let them put you out,
Ma shall make a marriage present
Of this debt you fret about;
Wealth I simply hate, my dearie,"
Gushingly, she went on thus—
"And with thy true love to cheer me,
What are sordid cares to us?"
"Have," he said, "you any dowry,
That would smoothe the path of life?"
She replied, "It shall be flowery,
Trust me, when I am your wife;
Nothing in the shape of money
Though I have to bring with me,
Sweeter than a comb of honey
Is the love I bear to thee.
You shall write me pretty verses—
Pretty sonnets to my eyes—
Though we may have empty purses
As an author you will rise."
He replied in accents quicker,
O'er his brow there came a cloud,
"All depends if any liquor
To your lover be allowed."
Then the maiden fell a-thinking,
Slowly did her answer come—
"Though I much object to drinking
Yet I will allow you some.
But I notice ere you kiss me,
Your moustache you always wipe.
How I wish you'd give up smoking!"
"Ah!" said he, "I love my pipe."
"Yet," she said, "my love's so torrid,
Though your pipe is far from nice—
To be frank, it's simply horrid—
I shall not forbid that vice."
Daily grew the maiden fonder,
Larger waxed her mother's bill,

Deeply did the neighbours ponder,
 Why those people kept him still.
 Till at last the mother dunned him,
 As his "little game" she guessed,
 So one night the lodger flitted
 "That his spirit might have rest."
 Then the mother grew most surly,
 Dark and sternly did she frown,
 Scolding, screaming, late and early,
 Raving, stamping, up and down.
 Neither did she cease these capers
 When her spoony daughter saw,
 Searching midst the lodger's papers,
 One, an instrument of law;
 Though at first its hue and sealings
 Roused their hopes a little bit,
 Sorely did it wound their feelings
 When that paper proved a WRIT!
 And the mortgage deeds he'd mentioned
 Often while he with them stopped,
 Merely proved pawnbrokers' tickets
 For the goods which he had "popped"!

IV.

A YARN OF THE ARMADA.

By "EAST NEUK."

On a chill November day in the year 1588, the principal burgesses of Anstruther were assembled to watch a strange ship making for the harbour.

She was of outlandish build and rig, and as she drew nearer it became apparent that she had been long at sea, and seen foul weather at that, with her battered sides and scanty canvas hanging in shreds; she had altogether a strange, uncanny look, but as she came within nearer view, alarm took the place of vague wonder—they saw the glint of steel, and became aware that her deck was crowded with armed men.

"Guid bi wi's," ejaculated the Provost, James Melville, "yon men maun bi Spaniards."

"Ye ken weel, Jeames," severely replied another Melville, who was on the Town Council, and always in opposition, "a' thar Spanish ships wint doon in the muckle storm."

"Then they maun be French pirates, come to get Anster in a licht low."

"Pirates or nae pirates!" said another councillor with a laugh—"gin *you* be the men that's to brenn Anster?"

The ship, intently watched by all, was now lying to at a short distance from the harbour mouth. A boat put off from her, and was soon near enough for the watchers on the pier to perceive the gaunt forms and haggard, famine-stricken faces of the men. Yet they all pulled with a will, keeping excellent time. When within a dozen yards of the pier they shipped their oars, and a tall man in armour, who had been steering, rose up in his place and asked in broken English what place this was. Whether he was much the wiser for the reply, roared at him in guid Scots by the worthy Provost, may be doubted, as he had probably never heard of either Easter or Wester Anster in his life. He had to expend some effort in gathering together all his linguistic knowledge, and then told them courteously enough, that his Most Catholic Majesty's ship, *Reyna Ysabel*, had been wrecked on the Fair Isle, between Orkney and Shetland; that he, Don Juan Gomez de Medina, her commander, had succeeded in getting ashore with most of the crew, and that, after a short time, they secured a vessel belonging to Mr.

Andrew Umphrey, of Shetland, and set out hoping to rejoin the rest of the fleet. But they had been driven out of their course by storms, and had then been overtaken by a thick mist, which lasted for many days, and so, beating about in the North Sea, their provisions had run short, and they had been forced to make for the first land which presented itself, which—with a magnificent bow and a wave of the hand—"Was yours, senores." And now would they, of their courtesy, alien though he was—for he understood, he thought, that the Scots were not friendly to the English—allow him to put into their port to revictual and refit, before returning home; he feared he should not now be able to rejoin the rest of the fleet before they reached the Spanish coast. Then the Provost and Town Council looked at each other for a moment in silence with awestruck eyes. "He disna ken!"

"Puir sauls!—they haena heard it!"

They were not by any means what is called sentimental, these shrewd, hard-headed, hard-handed Scotsmen, nor disposed to waste pity on the fate of the enemy that had threatened Britain. But the awfulness of the calamity, contrasted with the utter unconsciousness of the brave man standing there before them, struck home to them with a sort of shudder. The Provost replied, briefly and kindly, that the burghers would give any help in their power to shipwrecked mariners—and then his voice failed him for a moment, and he turned round and whispered to the man next him—

"Rin and fetch Andrew Murray, that's been to Spain, and can crack wi' them in their ain tongue. I canna tell him yon,—I haena the heart to do't."

So Andrew Murray was fetched, and told the tale in Spanish. Not an Anster man present but remembered to his dying day the cry that broke from those haggard men at the oars. But Juan Gomez de Medina said never a word—he cast his cloak over his head, and stood like a man of stone.

The shipwrecked *Reyna Ysabel's* crew were "hospitably entertained" at Anstruther—so the chronicles say—much to the honour of that good burgh, in an age when the wrecker's calling was looked upon as perfectly lawful, and the stranger who escaped the sea too often found every man's hand against him. And when the time came for them to depart, and Don Juan Gomez, bidding farewell to the Provost, expressed his stately thanks, and begged to know if he could be of any service in return, James Melville told him of an Anstruther vessel—the *Margaret Drummond*—taken by Spanish cruisers six years ago, whose crew were in the hulks at Seville, or rowing on board the galleys, no one knew where. And Don Juan grasped the Provost's hand, and promised, on the word of a Spanish gentleman, that every man of them, if alive, should be home again before a year was out.

He kept his word. Once home, he never rested till he had found them all out, used his influence to free them, fitted them out with everything they needed, and, after entertaining them splendidly at his own house, sent them home—to glorify him as long as they lived, and hand down his name to their descendants as that of "ane maist valorous and curteys gentleman."

V.

"THE CAPTING."

I call him the Capting because I never heard him called anything else. On the occasion when I had the doubtful pleasure of making his acquaintance he was invariably addressed by, and referred to, under that euphonious title, and at neither of our two subsequent encounters did he consider it worth his while to furnish me with any information regarding himself beyond the vague impression which the said title conveyed—or was intended to convey. I am happy to believe, however, that he did not mean to pass himself off as a sea—"captng." The idea was rather military than nautical.

We met some years ago, at a period when, having just obtained my mate's certificate, I was killing time in London while my ship—a new one—was getting ready for sea. The scene was a billiard-room in the West End, where I had made an appointment with an old schoolfellow. It was, I am afraid, a rather fast sort of establishment, where pool was regularly played from early every afternoon till early every "next morning." When I entered that night I found only one table in use, and, lighting a cigar, I sat down to wait for my friend, watching the while, though without much interest, the progress of the game.

After a few minutes it became evident to me that the players were scarcely more interested than I was. They knocked the balls about in a languid, half-hearted sort of way, and somehow gave me the impression that, like myself, they were waiting for somebody, as, no doubt, they were. With the exception of the marker I was the only looker-on. Presently the game came to an end; one of the players left the room; and, after the interchange of a whisper or two, one of those who remained asked me if I cared to join in and make up another pool.

They were a raffish-looking lot, and it occurred to me that I might be the "somebody" waited for; but I was not squeamish then, and was, moreover, capable of holding my own at the board of green cloth with most fellows. I was passionately fond of the game, taking every opportunity of playing while ashore, and—by way of compensation for the want of constant practice—in nerve and eye I could give points to the majority of landmen. Accordingly, to pass the time, I consented.

We had not played long before I detected one of my new friends in the act of attempting a trick which it is unnecessary to describe here, but which I had long before been put up to as a favourite dodge with the genus billiard-sharp. I calmly pointed out the little "mistake," whereupon its perpetrator and his "pals" seemed inclined to show their teeth. However, the marker struck in with, "Yes, Captng; the gent's quite right," and, after a growl and a lame apology, the game proceeded.

The incident naturally made me look at the "Captng" a little more closely. He was a coarse, flashy-looking fellow, with shifting eyes, a heavy jowl, and a waxed moustache. He wore a profusion of sham jewellery, and as he leant, coatless, over the table, one could not avoid the conclusion that his credit with his laundress was bad, and that his kit did not include any such superfluity as a nail-brush. These rather unmilitary

eccentricities did not, however, appear to prejudice him in the eyes of his comrades, who were incessant in their references to "the Capting," laughed boisterously at his unsavoury jests, and assumed, generally, an air of light-hearted goodfellowship which even a non-cynical observer might have regarded as affected and forced. The friend whom I had arranged to meet having appeared in the meantime, I retired with him at the close of the game, declining the Capting's pressing invitation to "play him 100 up for a 'quid.'"

The subject of the Capting and his confederates was dismissed with a laugh, and I thought no more of the matter till one evening, a week or two afterwards, when I was assisting at some rather dreary performances at a then well-known resort not 100 miles from the Strand. Looking round the room during an interval in the proceedings, I perceived making his way towards me an individual whose beaming countenance seemed in some way familiar. As he caught my eye he raised his hat with a flourish, and I recognised the eyes, the jowl, and the moustache.

It was the Capting. The next moment he dropped anchor by my side, and, after an effusive greeting, invited me to "ave something." With a curt refusal I was about to remove myself from his undesirable proximity, when he observed, pleasantly—

"Well, sir, if you won't 'ave something at my expense, I don't mind 'aving something at yours!"

The fellow's impudence somehow tickled me, and, allowing him to order some brandy-and-water at my cost, I resumed my seat, idly curious to know what he had to say for himself. He began by drinking my health as that of "a cove who knew a thing or two," and went on to refer to the billiard-room episode. I soon perceived that he had already been "aving" an injudicious number of "some-things," a fact which probably accounted for the very flattering confidence which he presently proceeded to repose in me.

After some florid compliments on the subject of my prowess with the cue and my general "knowingness," he suddenly exclaimed—

"That was a measly lot—a low-lived lot!"

I looked an interrogation, and he continued—

"You know? That — 'school' I was with the other night!"

Here he perpetrated an elaborate and lurid wink, and hitched his chair close to mine. Then, in a hoarse and alcoholic whisper, he went on—

"Now, if I could get a gent to work with me as *was* a gent, and likewise knew the ropes, we'd make our two piles in less than no time."

I grew interested. My quasi-military friend was paying me the compliment of taking me, if not for an actual, at all events for a potential professor of his peculiar branch of industry. As a British sailor, I ought, perhaps, to have knocked him off his chair there and then; but the situation struck me as being rather amusing than otherwise. I had always had a fancy for exploring the by-ways of life ashore, and studying the varieties of character—or want of character—presented by the dwellers in life's "shady" places. Moreover, it did not occur to me

to feel insulted by anything that a gentleman of the Capting's description might choose to think of me.

So I let him go on; and a very pretty labyrinth of iniquity did the fuddled rascal open before my eyes and invite me to enter in his company. I had previously been under the impression that instruction and observation had acquainted me with most moves on the sharper's board, but I soon found that, so far as such knowledge was concerned, I was a mere babe.

When the gallant Capting had made an end, and appealed to me for some more definite rejoinder than the inarticulate expressions of acquiescence with which I had encouraged him from time to time, I rose and said quietly—

"I think you have made *another* little mistake, my friend."

And with that I left him, "planted there," a ludicrous expression of tipsy bewilderment and indignation gradually defining itself upon his ill-favoured countenance.

I sailed a day or two afterwards, and though I was more than once in London during the next few years, it was not till comparatively recently that I chanced again to encounter my billiard-sharper friend. I happened to be passing Bow-street Police Station when some prisoners were being hurried across the pavement to one of "her Majesty's coaches," which was in waiting. Mingling with a lot of policemen and loafers, I paused to see the sorry sight; and in one of the hapless wretches I recognised my friend.

Yes, though the moustache was grey now, and the jowl flabbier and more parchment-hued, there was no mistaking the Capting. And I think, from the start he gave as his shifty eyes happened to meet mine for an instant, that he remembered me. The next moment, however, he disappeared in the van, and before passing on my way I overheard the following dialogue between two stalwart personages, whose aspect unmistakably proclaimed them constables in plain clothes.

"They've got the Capting 'on a piece of toast' now," said Number One.

"It'll be a case of lagging this time, I suppose," rejoined Number Two.

"And high time!" retorted Number One.

I fancy that the Capting will not have an opportunity of joining in general society for some time to come, and I suspect he and I will not meet again.

I'm afraid this is not much of a yarn; but I'll try to give you a better one next time.

HONOURS TO SEAFARERS.—Her Majesty's Government have awarded a gold shipwreck medal to Captain A. de Moor, of the Belgian pilot-cutter No. 7, in recognition of his kindness and humanity to the mate and four of the crew of the *Albert* (s), of Hull, whom he rescued from the disabled Norwegian brig *Ruth*, on March 19th, 1888. They have also awarded a gold shipwreck medal to H. Ghys, pilot, and silver shipwreck medals, and the sum of £2 each, to P. Aspeslagh, assistant pilot, and H. Nents, apprentice, who, together with Ghys, manned the rescuing boat. The Board of Trade have awarded the sum of £5 each to four Indians, named Johnson, Sampson, Sotomish, and Mason; £5 each to Charles McIntyre and S. K. Grover, and £2 to Frank Axtell, white men, in recognition of their bravery and humanity in rescuing from drowning three of the crew of the British ship *Abercorn*, of Glasgow, which vessel was wrecked near Quinaialet, Washington Territory, on January 30th last.

SAILORS' HOMES

ARE ESTABLISHED AT

A MSTERDAM.
B ELFAST.
B OMBAY.
B OSTON.
B RISTOL.
C ALCUTTA.
C ALLAO.
C ARDIFF.
C ORK.
D EVONPORT.
D OVER.
DUBLIN.
D UNDEE.
F ALMOUTH.
G LASGOW.
G LOUCESTER.
G RAVESEND.
G REAT YARMOUTH.
G REENOCK.
H ALIFAX, NOVA SCOTIA.
H AMBURG.
H AVRE.
H OLYHEAD.
H ONG-KONG.
H ONOLULU.
H ULL.
L EITH.
L IVERPOOL.
L ONDON (Well-street and Dock-street)
L OWESTOFT.
M ADRAS.
M ARSEILLES.
M ELBOURNE.
M ILFORD.
N EW YORK.
N ORTH SHIELDS.
P LYMOUTH.
P ORTSMOUTH.
Q Ueenstown.
R AMSGATE.
R OTTERDAM.
S T. JOHN'S, NEW BRUNSWICK.
S T. JOHN'S, NEWFOUNDLAND.
S AN FRANCISCO.
S HANGHAI.
S OUTHAMPTON.
S TORNOWAY.
S UNDERLAND.
S WANSEA.
S YDNEY.
V ICTORIA, VANCOUVER'S I.

IN THE DOG WATCH.

By ALL HANDS.

"Heligoland will be demanded by Germany, Gibraltar by Spain, and Malta by Italy." So says a daily contemporary, and before long, we suppose, the familiar flag will cease to gladden the British seafarer's eyes in the quarters referred to. It may be objected that this is by no means the first time we have heard predictions of this kind without anybody's being "one penny the worse"; but now, we are assured, the foreign powers concerned "mean business." And to think that, while yet we are celebrating the Armada Tercentenary, the Queen-Regent of Spain should be at the bottom of this plot to deprive us of our hard-won outposts!

Yet it is even so—if, that is to say, we may believe our daily contemporary; and it is notorious that daily contemporaries never (or hardly ever) prophesy without knowing. We may console ourselves, however, with the reflection that the prophecy is, so far, only a prophecy, and that the outposts in question have not yet been even "demanded." When the "demand" comes—well, we shall probably answer it in the way we have been accustomed to answer such "demands" for some hundreds of years.

Apropos, a Madrid paper comes out very strong on the subject of "The Decadence of Great Britain," informing its readers that "her very empire of the seas is not so exclusive and absolute as a few years ago, in spite of the strategic geographical distribution of her immense colonial power and of the still considerable number of her ships. Apparently she has entered the age of her decline."

"In seas like the Mediterranean," proceeds the Spanish writer, "where her interests are so essential to the existence of her power, her influence is being weakened, her commerce languishes, her industry is seriously threatened by the increasing competition with which all the civilised peoples of both hemispheres resist her." Amid the exaggeration and undisguised hostility of this there is an undoubted grain of truth, whose existence no sensible Englishman will deny. If, however, we do our duty by making our rulers do theirs, we shall continue to defy the world as of old.

There are so many impostors knocking about at sea now-a-days that so-called able seamen who can neither reef nor steer are not so rare that it would pay to collect them as curiosities for exhibition. But a man who calls himself an A.B., and besides being unable to reef or steer cannot coil a rope or tell the port from the starboard side may fairly claim a place in Madame Tussaud's. It is at least to be hoped that he is a novelty. But according to the evidence given at the Hull Police-court the other day in a case in which a skipper was summoned for reducing a man's wages, the man could neither reef, steer, nor coil a rope, nor even tell the port from the starboard side. If that be true the sooner he masters all these mysteries or gives up the sea the better for all concerned. It is a crying shame that such useless

lubbers should get berths at good wages while competent seamen are idle.

Parsons are so often such consummate humbugs and devote so much of their time to contradicting their preaching by their practice that the average seafaring man, religious as he often is, has but little faith in such gentry. Now that they are deservedly losing their hold over the mass of men the parsons are waking up and have discovered that there are such people as seamen. The duty of the Church to the seamen is to be discussed at the Manchester Church Congress next October. It will be interesting to hear the discussion. If the parsons only show that they are actuated by a real desire for the welfare of the seamen, and are not merely intent upon strengthening that priestly power which is so often abused for the worst purposes, the seamen will be found ready to forget and forgive.

The accumulations of barnacles and other marine "matter out of place" on a ship's bottom, after coming off a long voyage or being laid up for a time, have always been a marvel and a problem to seafaring folk. Not long ago, if we remember aright, Mr. Clark Russell devoted one of his ozone-breathing *Telegraph* articles to the subject. Our present reference to the matter is suggested by a Greenock item, according to which the yacht *Coolan*, on being taken into the graving-dock for hull-cleaning, after having been laid up in the Gareloch for about two years, was found to have collected nearly five tons of mussels on her timbers.

Many will think it curious to hear of the opening up of direct trade between England and the heart of Siberia. Last year a trading company calling themselves the Phoenix Merchant Adventurers' Company—there is a fine old-world flavour about that name!—despatched an expedition from Newcastle-on-Tyne with the object of discovering whether it was possible to establish such a trade by way of the Straits of Kara and the River Yenesei. The result having been favourable, direct commercial relations have been opened up during the last few days.

It is pointed out, however, that 12 years ago Captain Wiggins and Professor Nordenskjöld demonstrated the possibility of reaching the Yenesei in suitable boats during the summer months. The first-named explorer has successfully made the journey five times, taking cargoes of general merchandise, "which," says our authority, "have been disposed of at a profit sufficient to show that a lucrative trade might be established." Good luck, then, to the Phoenix Merchant Adventurers' Company and those who man their ships, and may Siberia become a name of better omen in the future than it has been in the past!

Here is a legacy, and a very good one too, that a young sailor's mother left him:—

"Yes, yes, I will, I must believe
That Nature's sacred ties
Survive, and to the spirit cleave,
Immortal in the skies;

And that imperfect were my bliss
In Heaven itself, and dashed with care,
If those I loved on earth should miss
The path that leadeth there."

Glasgow is a great seaport, a world-renowned centre of shipbuilding and other industries, and a marvellous illustration of the triumphs of science over nature; but casual visitors—seafaring and otherwise—have been known to complain that it is not very lively. That, however, it is capable of rising to the occasion seems to be proved by an advertisement in a local paper from a certain "great Professor," who boasts that he painted no fewer than 564 black eyes "last Fair," and hints that he expects to break his own record during the present celebration of the annual festivities in question.

It may be news to some of our readers to learn that such a calling exists as that of professional "black-eye painter"; but the industry flourishes in other great centres of population as well as in Glasgow. For instance, in that handy little compilation, *Dickens's Dictionary of London*, the addresses of two "artists in black eye" are given. The Glasgow "Professor," however, extracts teeth in addition to painting black eyes. We should have thought some of his customers would stand more in need—after a particularly jocund "Fair"—of having fresh grinders inserted than of getting old ones removed.

The Skipper agrees with the sage that there is nothing new under the sun:—

"Let woman wear 'divided skirts,'
The Dress Reformer teaches;
But has she not since Eden's days
Aspired 'to wear the breeches'?"

The other day a bottled-nosed whale, some 20ft. long, was stranded at Torryburn, on the Firth of Forth. Immediately the inhabitants turned out *en masse*, and, with a view to securing the marine monster and exhibiting it at a local fair, the following steps were taken:—First, a score of shots were fired into the whale; secondly, he was made fast to the beach by rope and chain cables and an anchor; and, thirdly—generous and thoughtful precaution!—his eyes were gouged out with a large iron spike, which was left sticking fast in one of the sockets.

Yet such is the inconsiderate and disobliging nature of whales that, despite these arrangements for his comfort, no sooner did the tide rise than the visitor, to the dismay of the simple and guileless villagers, sailed calmly off, taking with him anchor, tackle, spike, and all. The outraged Torryburnians launched a boat and chased him down the Firth for a considerable distance, but he declined their dulcet invitations to return. A Nemesis was on his track, however, and he paid the penalty of his churlishness by being washed up dead, a day or two afterwards, lower down the Firth. As the corpse fell into the hands of another community, "Very like a whale!" ought in future to have a distinct significance in the neighbourhood of Torryburn.

Some of our readers may remember that the erotic Mr. Biggar figured as defendant in an action for breach of promise a few years ago, and that some versifier

represented that gallant M.P. as saying of the lady—

"I bought her the stockings, I bought her the boots,
On whose uppers I printed my ardent salutes."

At any rate we have in our ship's company a hardly less erotic hand, or rather heart, which has perpetrated the following:—

"TO A PAIR OF SHOES.

"Woman's a Riddle."

"O Atlas' twins, how happy is your fate
Sustaining that bright world which ye uphold!

O fairy boats that bear so rich a freight
Of beauty, charms, and loveliness untold!

How wildly happy are those winds that play,
That wanton with her hair and kiss her now.

How glad those sunny beams that fondly pay
Their court to her, whose smile adorns them. How,

Ah how much envied is that circling zone,
Embracing that dear waist within its band;
But happier far than they 'tis yours alone,
Ye dainty shoes, my love to understand."

The lady had better explain and relieve
the poor fellow.

SEAFARING WAGES.

[FROM OUR OWN CORRESPONDENTS.]

LONDON.—The rates here are:—

MEDITERRANEAN AND CONTINENT:—

A.B. ...	£3 10s.	per month.
Firemen ...	£3 15s.	"
A.B. ...	£1 5s. to £1 8s.	per week.
Firemen ...	£1 5s. to £1 8s.	"

NEW YORK:—

A.B. ...	£3 0s.	per month.
Firemen ...	£3 15s.	"
Trimmers ...	£3 5s.	"

CAPE OF GOOD HOPE and NATAL:—

A.B. ...	£3 10s.	per month.
Firemen ...	£4 0s.	"

AUSTRALIA:—

A.B. ...	£3 10s.	per month.
Firemen ...	£3 15s.	"

CHINA and INDIA:—

A.B. ...	£3 10s.	per month.
Firemen ...	£3 15s. and £4	"

SAILING SHIPS (to all parts of the World).

A.B. ...	£2 10s.	per month.
O.S. ...	£1 10s. to £2	"

LIVERPOOL:—The following are the rates ruling here for the places named:—

	Steamers.	Sailing Ships.
Calcutta, East		
India ...	3 0 0 Sailors	2 10 0
Australia, South	3 10 0 Firemen	
Africa ...	3 10 0 Firemen	
China, Brazil ...	2 15 0 Seamen	
West Indies ...	3 10 0 Firemen	
United States and		
Canada ...	3 10 0 Seamen	For Cargo Boats
"	4 0 0 Firemen	
"	4 0 0 Seamen	
"	4 10 0 Firemen	
Mediterranean ...	3 0 0 Seamen	Mail Boats
"	3 10 0 Firemen	
Baltic ...	3 5 0 Seamen	
"	3 15 0 Firemen	
San Francisco,		
Valparaiso, S.		
America, Oregon		2 10 0
St. John, N.B. ...		2 10 0
West Africa ...	2 10 0 Seamen	
"	3 0 0 Trimmers	
"	3 10 0 Firemen	
Galveston ...	3 5 0 Seamen	
"	3 15 0 Firemen	
Valparaiso ...	3 0 0 Seamen	Pacific Co.'s
"	4 0 0 Firemen	
Cape de Verdes ...	3 0 0 Seamen	Mail Steamers.
"	3 15 0 Firemen	

LEITH:—The wages here are:—

Steamers, home and foreign, Seamen £3 10s., Firemen £3 15s.—Sailing ships, Seamen £2 10s. to £2 15 for southward.

BELFAST:—The wages here are:—

Sailing ships (North America), £3 Able Seamen. Sailing ships (North America), £2 10s. Ordinary Seamen. With a month's advance.—Steamships (foreign), £3 10s. Able Seamen. Steamships (foreign), £4 Firemen. Weekly boats £1 4s. to £1 8s. Sailing ships to Rio Janeiro via Cardiff, A.B.'s £2 15s. O.S. £2 5s. Coasters, £3 and £3 5s.

July 18th, men very scarce here, one vessel—barque *Stormy Petrel*—being detained here 10 days for want of men.

PLYMOUTH:—The wages of seamen here are:—

To Quebec, £3 per month. On the coast £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

SUNDERLAND:—The rates here are:—

Steamers, £3 15s. Od. Seamen. Steamers, £4 Firemen.

S. SHIELDS:—Wages here:—

Steamers, £3 10s. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen; weekly wages, £1 8s. Od. Seamen (finding own food).

NEWCASTLE-ON-TYNE:—Wages:—

Steamers, £3 10s. Od. Seamen. Steamers, £3 15s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Od. Seamen; weekly wages, £1 8s. Od. Seamen (finding own food).

HULL:—Wages here:—

Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN:—The rate of wages in this port is as follows:—

Deep sea voyages, £2 10s. per month, with usual allotment.

Channel steamers from 25s. to 27s. per week.

Runners to Cardiff or Newport: sailing, £2 10s.; towing, £2.

Liverpool, 25s., either towing or sailing. London, £5 sailing, £4 towing.

BRISTOL.—The rates here are:—

	Per Month
	£ s. d.
Sailing ships for Able Seamen ...	2 15 0
Sailing ships for Ordinary Seamen ...	2 0 0
Steam ships for Able Seamen ...	3 10 0
Steam ships for Firemen ...	4 0 0

JACK ASHORE.

NEXT MORNING.

Take away those empty glasses,
Put them somewhere out of sight,
How my looks would shock the lasses,
Whom I danced with yester-night!
Fitter for the morn's dejection
Is a soda-water draught,
Mixed with brandy, blest refection,
And instead of breakfast quaffed.
Empty bottles in disorder,
Lying all about the room,
Drive me to distraction's border
Steep my soul itself in gloom;
Like the ghosts of friends departed,
All their life and spirit fled,
Ah, they make one craven-hearted,
These marines so truly dead.
Where is now the port, the sherry,
Irish whisky, brandy pale?
Vanished, like the rout so merry,
Whose effects I now bewail.
Yet this lesson they may furnish,
From the blues I'll ne'er be free,
If my life I seek to burnish
By an oft-repeated spree.
Little would I reck of sorrow,
If but drunk I could remain,
And I were not on the morrow
Sad and sober once again.

HOTEL DIRECTORY.

ABERDEEN.—ADELPHI HOTEL, Adelphi-courtyard, Union-street. Comfort and moderate charges.

BATH.—YORK HOUSE FAMILY HOTEL. Established 1765. First-class Establishment, with numerous suites of elegant Apartments for Families and Gentlemen. Tariff revised and moderate.

E. ASHCROFT, Proprietress.

And at St. Vincent's Rocks Hotel, Clifton.

BATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.

BIRMINGHAM.—GREAT WESTERN HOTEL. First-class accommodation for Families and Commercial Gentlemen at moderate rates. Centrally situated, and replete with every comfort. Night Porter. Stock Rooms.

T. J. CHAPMAN, Manager.

BIRMINGHAM.—ALBION HOTEL, Family and Commercial, Edmund-street and Livery-street, opposite Great Western Station. Moderate charges. Night Porter.

JOHN NUTT, Proprietor

(late North Western Hotel, Stafford).

BRIGHTON.—HAXELL'S MARINE HOTEL. By a cash system originated here, Visitors can estimate their expenses to a shilling per diem. Visitors en pension 10s. 6d. daily; no extras whatever; most liberal board and charming rooms. To Visitors, not en pension, Apartments, 2s. 6d. Drawing Room and Bedroom, en suite, 8s. 6d., 10s. 6d., 12s. 6d. per day; breakfast, 1s. 6d.; luncheons, 1s. 6d.; dinner from 2s. 6d.; service, 1s. 6d. The Hotel is conducted with the same liberality and attention to detail that has rendered his London Establishment so popular.

E. NELSON HAXELL, Proprietor.

BRISTOL.—VICTORIA HOTEL, Family and Commercial, Temple Gate, nearly opposite to and within three minutes' walk of the Great Western and Midland Terminus. Open for the Night Mails.

F. BAILEY, Manager.

BRISTOL.—GRAND HOTEL, Broad-street, Bristol. Centrally situated. Spacious Coffee, Commercial, Billiard, and Stock Rooms. First-class cuisine and every home comfort. Omnibus meets trains. Charges strictly moderate.

T. WESTWORTH, Manager.

BRISTOL.—CLIFTON DOWN FAMILY HOTEL. Facing the Suspension Bridge, Clifton. For Families and Gentlemen.

HARRY F. BARTON, Manager.

CARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished Rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."—*Vide Public Press*. Moderate tariff.

GEORGE W. CLAIRE, Manager.

DIEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day.

G. DUCONERT, Proprietor.

DOVER.—DIVER'S CASTLE HOTEL, close to railway stations and Admiralty Pier, whence steamers depart. Facing Sea. Good views. Moderate charges. Best attention. Telegraph or write.

HASTINGS.—QUEEN'S HOTEL. Delightfully situated on Carlisle Parade. South aspect, facing the Sea. Redecorated. Contains elegant suites of Apartments and single Rooms. The largest and most handsomely furnished Public Rooms in Hastings and St. Leonards. Hydraulic Passenger Lift. Electric Light. Table d'Hôte at Seven. Separate tables. Tariff on application to

WILLIAM GLADZ, Manager.

ISLE OF WIGHT.—ROYAL PIER HOTEL, Sandown. Unrivalled spot for sea bathing, boating, fishing, &c. Magnificent Sea View from all Public Rooms, Sitting Rooms, and principal Bedrooms.

LIVERPOOL.—SHAFTESBURY TEMPERANCE HOTEL, Mount Pleasant. Three minutes' walk from stations. Containing over 100 rooms. Excellent accommodation for Families and Commercial Men. Charges moderate. Night Porter. Bed and attendance from 2s. 6d.

LIVERPOOL.—CREWE'S HOTEL, 88 and 90, Duke-street. Established 1840. Single Bedroom, 2s. Meat Breakfast, 1s. 6d. Table d'Hôte daily; three courses. Plain Tea and Toast, 1s. No attendance charges. Smoke Rooms, Bass's Beer, &c.

OUTWARD BOUND.

FROM LONDON.

To	Ship.	Dock.
Adelaide	Ashmore	LD
Adelaide	Maulsden	SWID
Algoa Bay	Madras	SWID
Algoa Bay	Annie Main	SWID
Auckland	Zealandia	EID
Barbadoes	&c—Atlantis	(s), WID
Barbadoes	&c—Derwent	(s), RVD
Batoun	&c—Odessa	(s), MD
Bermuda	Nelson Hewertson	LD
Bilbao	C. A. Harvey	MD
Bluff Harbour	&c—Lochnagar	EID
Boston	Borderer	(s), RVD
Boston	Stockholm City	(s), RVD
Brisbane	Duneraig	SWID
Brisbane	Kingdom of Sweden	EID
Brisbane	Selkirkshire	EID
Brisbane	&c—Chyebassa	(s), RAD
Brisbane	&c—Merkara	(s), RAD
Buenos Ayres	Mohican	LD
Buenos Ayres	Ranavola	LD
Cadiz	&c—Cadiz	(s), LD
Cairns (Queensland)	New Zealand	EID
Calcutta	Bann	EID
Calcutta	Castle Roy	VD
Calcutta	&c—Kaisar-i-Hind	(s), RAD
Calcutta	&c—Rohilla	(s), RAD
Calcutta	Roma	(s), RAD
Canterbury	Matura	SWID
Cape Town	Astoria	SWID
Cape Town	Bonington	(s), SWID
Christiania	Cameo	(s), MD
Colberg	Brage	RVD
Dantzic	Brunette	(s), Union Tr
Dantzic	Cholmley	LD
Demerara	&c—Ituni	(s), WID
Genoa	Aberdour	MD
Göteborg	Thorsten	(s), MD
Halifax	Mackay-Bennett	(s), VD
Hobart	Lufra	LD
Jamaica	Carib	(s), WID
Königsberg	&c—Lorne	(s), MD
Kurrachee	Maple Branch	RAD
Launceston	Westbury	WID
Libau	Tula	(s), MD
Madeira	&c—Fez	(s), StKD
Marseilles	&c—Manche	(s), RAD
Mauritius	Trossachs	LD
Melbourne	Allegiance	SWID
Melbourne	Barcore	EID
Melbourne	Carlisle Castle	EID
Melbourne	Ellora	SWID
Melbourne	Hesperus	SWID
Melbourne	Ivanhoe	SWID
Melbourne	Mac Cullum More	SWID
Melbourne	Royal Alexandra	EID
Montevideo	Buffon	(s), RAD
Nelson	Asterion	EID
Newcastle (NSW)	Callao	VD
New York	Cumberland	Northfleet
New York	Athlon	Northfleet
New York	Newmark	(s), RAD
New York	Helvetia	(s), RAD
Otago	Waipa	SWID
Palermo	&c—Nautilus	(s), SWID
Pernambuco	Margarethe	WID
Philadelphia	Avonia	MD
Philadelphia	Minnesota	(s), TD
Port Natal	Salado	St K
Port Natal	Umtata	(s), LD
Port Natal	Matabele	(s), LD
Quebec	&c—Henri IV	(s), MD
Quebec	&c—Assyrian	(s), MD
Rangoon	Baron Clyde	(s), VD
Reval	Una	(s), MD
Riachuelo	Christina	WID
Rio Janeiro	Elida	WID
Rockhampton	Willowbank	EID
Rosario	&c—Plimsoll	WID
St Kitts	&c—Salerno	(s), LD
St Petersburg	Amor	VD
St Petersburg	Cossack	(s), MD
St Petersburg	Laura	
St Petersburg	Viatka	(s), MD
Santos	Jacob Aal	VD
Shanghai	&c—Ancona	(s), RAD
Shanghai	&c—Glenlyle	(s), SWID
Shanghai	&c—Glenlyon	(s), SWID
Shanghai	&c—Verona	(s), RAD
Singapore	&c—Seine	(s), E Greenwich
Stettin	Libau	(s), MD
Stockholm	&c—Nautilus	(s), MD
Sydney	Bay of Bengal	EID
Sydney	Merope	VD
Sydney	Rodney	EID
Sydney	Skelmorlie	
Sydney	Torridon	EID
Sydney	&c—Britannia	(s), RAD
Sydney	&c—Coromandel	(s), RAD
Sydney	&c—Coromandel	(s), RAD
Sydney	&c—Venice	(s), VD
Sydney	&c—Lurline	EID

Sydney, &c—Orizaba (s), TD
 Sydney, &c—Oroya (s), TD
 Sydney—Rosetta (s), RAD
 Sydney—Wilcannia (s), SWID
 Taganrog, &c—South Tyne (s), RVD
 Tarragona—Mabel, VD
 Townsville—Lady Douglas, EID
 Warrnambool—Abbey Town, MD
 Wellington—Orari, SWID
 Wellington, &c—Doric (s), RAD
 Wellington, &c—Kaikoura (s), RAD
 Yokohama, &c—Euphrates (s), SWID

FROM LIVERPOOL.

To	Ship.	Dock.
Aarhuus	Wimburn	StD
Acapulco	&c—Alma	KD
Adelaide	Thorne	PD
Alexandria	&c—Sesostri	(s), Hknd
Africa (WC)	Teneriffe (s),	CobD
Bahia	Donati	(s), Hknd
Bahia	&c—Strabo	(s), Hknd
Bahia Blanca	W W Lloyd	AD
Baltimore	Nessmore	(s), AlxD
Baltimore	Peruvian	(s), AlxD
Barbadoes	&c—Andean	(s), SdnD
Barcelona	&c—Lope de Vega	(s), QD
Batiscan	Carin	BkdD
Bay Verte	Johanne	GtnD
Boston	Bothnia	(s), AlxD
Boston	Cephalonia	(s), Walker, AlxD
Brisbane	South Glen	SD
Buenos Ayres	Elena	StD
Buenos Ayres	Haakon Haakonsen	GtnD
Buenos Ayres	Niagara	StD
Buenos Ayres	&c—Thales	(s), Hknd
Calcutta	Ardence	BkdD
Calcutta	Dovenby Hall	HarD
Calcutta	Sierra Miranda	WD
Ceara	Bernard	(s), BD
Ceara	&c—Augustine	(s), BkdD
Cette	Volo	(s), GtnD
Chittagong	Prince Louis	CanD
Chittagong	Wiltshire	BkdD
Christiania	Concordia	PD
Christiania	Fram	CanD
Constantinople	&c—Pharos	(s), Hknd
Copenhagen	Tuscany	(s), B-MD
Coquimbo	&c—Beechdale	792, SD
Colonel	&c—Ville de Metz	(s), BkdD
Dalhousie	Ocean	CanD
Demerara	Mitford	AD
Demerara	Mora	PD
Diamond I.	Savernake	PD
Elsinore	Anne	GtnD
Ensenada	Fri	GtnD
Fiume	&c—Tarifa	(s), Hknd
Flensburg	Monroe	(s), QD
Galveston	Charrington	(s), B-MD
Genoa	Alba	GtnD
Genoa	Pawnee	(s), GtnD
Göteborg	Hermod	(s), BD
Guayaquil	Pacific	PD
Halifax	Doone	GtnD
Halifax	Fortuna	GtnD
Halifax	Westerbotten	GtnD
Havana	&c—Euskaro	(s), Hknd
Havana	&c—Leonora	(s), Hknd
Hernosand	Ross	GD
Huelva	Alfonso	(s), GtnD
Ibrail	&c—Britannia	(s), Wld
Iceland	Arnald	KD
Iceland	Hermod	KD
Iceland	Ludvig	KD
Iceland	Maja	WpgD
Iceland	Sophie	KD
Iquique	Charlwood	SD
Iquique	J. T. North	VD
Iquique	Clan Grant	B-MD
Iquique	Birmah	B-MD
Iquique	Kirkmichael	VD
Jacobstadt	Europa	CanD
Krageroe	Aeolus	PD
Lima	Bodryddan	SD
Lisbon	&c—Castilian	(s), Hknd
Manila	&c—Santo Domingo	(s), Hknd
Mauritius	Golden Fleece	PD
Melbourne	Doris	SD
Melbourne	&c—Drumraig	WD
Melbourne	&c—Dynamene	WD
Melbourne	&c—Scottish Hills	D
Miramichi	Mizpah	CanD
Montevideo	Caroline	CanD
Montevideo	Minnie Burrill	BkdD
Montevideo	&c—Caxton	(s), Hknd
Montevideo	&c—Dryden	(s), Hknd
Montevideo	&c—Garrick	(s), Hknd
Montevideo	&c—Heraclides	Wld
Montevideo	&c—Sicily	(s), Wld
Natal	&c—Marie Von Oldendorp	KD
New Orleans	Explorer	(s), BD
New York	Alaska	(s), AlxD
New York	Truro	Hknd
New York	England	(s), AlxD
New York	Etruria	(s), AlxD

New York—Italy (s), AlxD
 Newfairwater—Gustav Metzler, CrsD
 Newfairwater, &c—Black Sea (s), GtnD
 Odessa—Arabian (s), Hknd
 Palermo, &c—Zadne (s), Wld
 Penedo—Pilgrim, GD
 Port Natal—Therese, PD
 Para—Anselm (s), BD
 Pelotas—Anne Charlotte, FD
 Porto Rico, &c—Viscaya, CanD
 Quebec, &c—Circassian, AlxD
 Quebec, &c—Lake Superior, AlxD
 Quebec, &c—Oregon (s), AlxD
 Rangoon—Maria Accame, BkdD
 Riisoe—Lesseps, WpgD
 Rio Grande do Sul—Johanne, PD
 Rio Janeiro—Ptolemy (s), Hknd
 Rio Janeiro—Safir, GtnD
 Rio Janeiro, &c—Bessel (s), Hknd
 Rio Janeiro—Laplace (s), Hknd
 Rosario—Kjartan, PD
 Rosario—Ehen, PD
 St John's (NF)—Dora, GD
 St John's (NF)—May Cory, D
 St Petersburg—Thurso (s), GtnD
 St Thomas, &c—American (s), SdnD
 San Francisco—Gerard C. Tobey, HarD
 San Francisco—Richard Wagner, HarD
 San Francisco—Thomas M Reed, B-MD
 Santander, &c—Nina (s), CobD
 Santos—Gilead, PD
 Santos—Fremad (late Peerless), PD
 Seville, &c—Miguel Saenz (s), QD
 Shanghai—Achilles (s), MphD
 Shanghai, &c—Dardanus (s), MphD
 Shanghai, &c—Menelaus (s), MphD
 Sydney—Carleton, WpgD
 Tarragona, &c—Manuela (s), BD
 Tarragona, &c—Tajo (s), CobD
 Tarragona, &c—Tintore (s), CobD
 Tarragona, &c—Sofia (s), CobD
 Talcahuano—Gallovidian, PD
 Tatmagouche (NS)—Prinz Regent, CanD
 Thorlakshavn—Activ, KD
 Trieste—Alsatia (s), HbyD
 Valparaiso—Golden Gate, SD
 Valparaiso—Cotopaxi (s), MphD
 West Bay (NS)—Apollo (s), GtnD
 Wyburg—Minerva, GtnD
 Wyburg—Wellamo, GtnD

FROM GLASGOW.

To	Ship.	Size.
Adelaide	Janet Court	996
Alexandria	Hatfield	(s), 1194
Barcelona	Shadwan	(s), 993
Bilbao	Edward Williams	(s), 470
Bombay	Armenia	(s), 2218
Bombay	&c—Arabia	(s), 2315
Bombay	&c—City of Carthage	(s), 1717
Bombay	&c—Clan Munroe	(s), 1437
Bombay	&c—Clan Sinclair	(s), 1912
Boston	Manitoba	(s), 1865
Boston	Phoenician	(s), 1552
Brisbane	Durisdere	989
Brisbane	Linthgowshire	1357
Brisbane	Peebles-shire	865
Calcutta	City of Edinburgh	(s), 2102
Calcutta	City of Oxford	(s), 2573
Calcutta	Clan Buchanan	(s), 1913
Calcutta	Clan Drummond	(s), 1904
Calcutta	Nubia	(s), 2319
Calcutta	Roumania	(s), 2207
Calcutta	&c—Clan Macgregor	(s), 1926
Cape Town	Clan Lamont	(s), 1354
Cape Town	&c—Clan Alpine	(s), 1349
Cape Town	Clan Maclean	(s), 1496
Cape Town	&c—Clan Ranald	(s), 1339
Colonel	&c—Gulf of Aden	(s), 2000
Demerara	&c—Cipero	(s), 1419
Dunedin	Helen Denny	728
Genoa	&c—Caledonia	(s), 1396
Göteborg	Greata	(s), 304
Guayaquil	Breiz Izel	388
Havana	&c—Aradanbhan	(s), 741
Jamaica	Deak	(s), 992
Kurrachee	&c—Europa	(s), 2300
Kurrachee	&c—Niagara	(s), 3100
Malta	Stefanie	(s), 855
Melbourne	Loch Etive	1235
Melbourne	Loch Long	1200
Melbourne	Loch Rannoch	1200
Melbourne	Tinto Hill	2066
Montevideo	Montevidean	(s), 2760
Montreal	Grecian	(s), 2374
Montreal	Corean	(s), 2259
New York	Ethiopia	(s), 2604
New York	Furnessia	(s), 3618
New York	Anchoria	(s), 2713
New York	State of Georgia	(s), 1507
New York	State of Nebraska	(s), 2577
New York	State of Nevada	(s), 1572
New York	State of Pennsylvania	(s), 1568
Oporto	Ivanhoe	(s), 599
Oporto	&c—Minerva	(s), 400
Philadelphia	Prussian	(s), 1940

Philadelphia—Scandinavian (s), 1967
Quebec, &c.—Circe (s), 1559
Quebec, &c.—Colina (s), 1297
Quebec, &c.—Concordia (s), 1617
Rangoon—Amarapoora (s), 2517
Rangoon—Tenasserim (s), 1755
San Francisco—City of Hankow, 1249
San Francisco—Thornliebank, 1405
Santander—Peveril (s), 459
Seville—Elsa (s), 470
Sydney—Corryvreckan, 1299
Sydney—Firth of Cromarty, 1450
Sydney—Pass of Balmaha, 1500
Sydney, &c.—Buteshire, 1900
Valparaiso—Esmeraldo, 730
Victoria (BC)—Islander (s), 1600

FROM CARDIFF.

To.	Ship.	Size.
Aden—Mameluke (s), 1752		
Algoa Bay—Royal Tar, 717		
Archangel—Georg (s), 558		
Bahia—Sultana, 812		
Bombay—Castor, 2005		
Bombay—Sirocco (s), 1347		
Buenos Ayres—Albarga, 647		
Buenos Ayres—Beatrice, 747		
Buenos Ayres—Gna, 379		
Buenos Ayres—Lorenzo, 482		
Buenos Ayres—Rosa Rocca, 688		
Buenos Ayres—Solut, 739		
Cadiz—Bivouac, 127		
Callao—Carl Burchard, 543		
Cape Town—Marchesino, 663		
Cape Town—Alexandria, 984		
Cape Town—Ilia, 746		
Cape Town—Morning Light, 1310		
Carlsroon—Notre Dame d'Esperance, 285		
Chios—Orisola, 161		
Cronstadt—Carl, 240		
Cronstadt—Nettlesworth (s), 917		
Colombo—Earl of Aberdeen, 2132		
Colombo—Star of Victoria (s), 2116		
Fernando Po—Chalgren, 512		
Frey Bentos—Anita S, 373		
Genoa—Ardbeg (s), 1467		
Genoa—Romanby (s), 1120		
Gibraltar—Woodlands (s), 701		
Gibraltar—England (s), 681		
Iquique—Kirkdale, 700		
Iquique—Lady Penrhyn, 815		
Java—City of Glasgow, 1168		
Java—Janet Ferguson, 518		
Leghorn—Assyria (s), 1248		
Lulea—Commentry (s), 954		
Malta—Devonia (s), 908		
Malta—J. M. Smith (s), 1330		
Marseilles—Allende (s), 1069		
Marseilles—Flachat (s), 1473		
Marseilles—Alicia (s), 923		
Marseilles—Ruperra (s), 1386		
Mauritius—Albyn, 2095		
Mauritius—Kornmo, 568		
Molletta—Ocean Belle, 188		
Montevideo—Cinque, 1060		
Montevideo—Egero, 1071		
Montevideo—Frederik Stang, 991		
Montevideo—Latona, 1031		
Montevideo—Leopoldo, 708		
Naples—Fortunata R, 2317		
New Anjer—Vanadis, 753		
Odense—Glitner, 90		
Para—Latona, 282		
Penang—Adele Accame, 1180		
Pernambuco—Florida, 545		
Pernambuco—Spekulation, 283		
Persian Gulf—Koehampton (s), 1390		
Port Said—Endymion (s), 1494		
Port Said—Invermay (s), 952		
Punta Lara—Dora Ann, 588		
Rio Janeiro—Charles, 1500		
Rosario—Marinetta, 411		
Rosario—Merritt, 449		
St Lucia—Gladiolus (s), 1258		
Savona—Border Chieftain (s), 989		
Simon's Town—Florida, 1281		
Singapore—Giuseppe S, 638		
Singapore—Hassia (s), 1224		
Tahiti—Erato, 641		
Tarragona—Gravina (s), 822		
Teneriffe—S. W. Kelly (s), 703		
Tucacas—Delta, 537		
Tunis—Avenire, 398		
Valparaiso—Coimbatore, 1193		
Valparaiso—Isola, 652		
Venice—Angelica (s) 751		

FROM HULL.

To.	Ship.	Size.
Ahus—Catharina, 285		
Bjorko—Salo, 426		
Christiania, &c.—Albano (s), 697		
Christiania—Angelo (s), 991		
Civita Vecchia—Regina (s), 1565		
Drontheim—Hero (s), 671		

Gothenburg—Romeo (s), 1210
Harnas—Anna, 400
Jacobstad—Orient, 442
Konigsberg, &c.—Frederik (s), 702
Landscrona—Infatigable, 390
Lulea—Fairfield (s), 1157
Malmo—Diana, 285
Newfairwater—Hevelius, 374
New York—Galileo (s), 2018
Philadelphia—Berlin, 1553
Port Natal—Margit, 496
Riga—Cairo (s), 1112
Riga—Otto (s), 821
Riga—Silvia (s), 939
San Jose de Guatemala—Manx King, 1702
Soderhamn—Constance, 296
Stettin—Bravo (s), 698
Stockholm—Fido (s), 610
Stockholm—Thurso (s), 628
Svendborg—Thomas Michael, 215

FROM NEWCASTLE-ON-TYNE.

To.	Ship.	Size.
Archangel—Deodata, 235		
Bilbao—Mudela (s), 1103		
Buenos Ayres—Amerika, 820		
Buenos Ayres—Godeffroy, 532		
Civita Vecchia—Endeavour (s), 1640		
Constantinople—Cavendish (s), 1079.		
Cronstadt—Hercules, 471		
Dram—Jenny, 142		
Gunnebo—Oscar, 170		
Iquique—Hornby Castle, 1436		
Iquique—Matador, 1438		
Laurvig—Bjorgvin, 245		
Memel—Hampton, (s), 1382		
Mesane—Allendale (s), 569		
Newfairwater—Carl Johann, 300		
Riekjavik—Banco, 102		
Santos—Tjomo, 550		
Steg—Fergus, 170		
Stralsund—Anna, 301		
Swinemunde—Horace, 1059		
Tchic—Clackmannanshire, 1481		
Valparaiso—Firth of Tay, 826		
Vianna—Fin, 135		
Vianna—Rap, 122		
Vianna—Vikingsstad, 99		
Wisby—Antilla, 207		

FROM NEWPORT.

To.	Ship.	Size.
Bahia Blanca—Eleanor, 714		
Bilbao, &c.—Corrwg (s), 598		
Bilbao—Hero (s), 369		
Buenos Ayres—Angioletta, 686		
Buenos Ayres—Golden Sunset, 522		
Ensenada—Felice B, 512		
Genoa—Helena (s), 1037		
Genoa—Inchbora (s), 1487		
Genoa—Prydain (s), 1251		
Gibraltar—Calliope (s), 907		
Gibraltar—Mequinez (s), 791		
Jamaica—Alfred Gibbs, 374		
Las Palmas—Enterpe (s), 989		
Lisbon—Gwalia (s), 877		
Malta—Florence (s), 1576		
Maranham—Fridlief, 505		
Marseilles—Everest (s), 1113		
Mauritius—Sierra Morena, 1385		
Montevideo—Mozart, 848		
Palermo—Humbert (s), 1240		
Palermo, &c.—Craigmore (s), 986		
Port Said—Homer (s), 892		
Puerto Rico—Amethyst, 871		
Rosario—Storken, 516		
St. Michaels—Richmond (s), 769		
Salerno—Candia (s), 909		
San Nicolas—Swansea Castle, 575		
Syra, &c.—Yoxford (s), 1256		

FROM SUNDERLAND.

To.	Ship.	Size.
Carlsroon—Gothard, 233		
Cronstadt—Nor, 279		
Cronstadt—Achilles (s), 913		
Dram—Walter, 176		
Elsinore—Vera, 306		
Gefle—Agnes, 197		
Gefle—Regine, 228		
Gothenburg—Bjorn (s), 627		
Malmo—Ceres (s), 479		
Memel—Wolgast, 196		
Moss—Walter, 148		
Odense—Vif, 146		
Soderhamn—Erwin, 360		
Solvestborg—Herebeck, 229		
Stettin—Biblich (s), 560		
Sulina—Glen Dochart (s), 802		
Svendborg—Latona, 133		
Swinemunde—Harland (s), 1134		
Trelleborg—Victoria, 273		
Veile—Insulan, 216		

FROM SWANSEA.

To.	Ship.	Size.
Acapulco—Challenger, 1398		
Algoa Bay—Douglas Castle, 678		
Algoa Bay—Herbert, 1367		
Algoa Bay—Magnet, 464		
Algoa Bay—Sindbad, 615		
Bona—Lennox, 364		
Buenos Ayres—Canning, 657		
Constradt—Moliere (s), 990		
New York—Brooklyn City (s), 1222		
Oran—Nord (s), 663		
Philadelphia, &c.—Michigan (s), 1938		
Rio Janeiro—Crown Prince, 987		
St. John's (N.F.)—William, 198		
Sta Catharina—Raymond, 188		
Stockholm—Betty, 242		
Stockholm—Heroen, 272.		
Valparaiso—Inverness, 722		

Shipping Gazette and Lloyd's List, July 19th.

THE ARMADA CELEBRATION.

The proceedings in connection with the celebration of the Tercentenary of the Defeat of the Spanish Armada, of which movement the Queen is the patron, commenced at Plymouth last Wednesday with the opening in the Guildhall of an Exhibition of Armada and Elizabethan Relics. There are upwards of 400 exhibits, contributed from all parts of England, and they include portraits of Raleigh, Hawkins, Drake, and other Elizabethan worthies; the astrolabe used by Drake in his circumnavigation of the globe; the personal belongings of Armada heroes, books, coins, manuscripts, arms and armour, and a number of fine pictures and engravings representing scenes of the reversal of the Spanish arms. The Mayor (Mr. Waring) opened the Exhibition in the presence of many members of the local and London committees, and representatives of art and literature. He expressed his gratification at being able to open so admirable an exhibition, which, though small, was unique. The exhibits must be worth from 15 to £20,000, and were such as would be seen in no museum or art exhibition. Mr. Wright, the Organising Secretary, remarked that objects of interest were still arriving, Lady Rosebery having sent some articles that day. The Admiralty had lent them, from Greenwich Hospital, Drake's astrolabe, which had probably never before left those walls since it came into the possession of the authorities. The Duke of Norfolk, the president, had lent them a grand portrait of his ancestor, Lord Howard, of Effingham; and Greenwich Hospital had sent a noble portrait of Sir Walter Raleigh. Besides which they had swords which had been worn by Sir Walter Raleigh and Sir Francis Drake. The Ven. Archdeacon Wilkinson added a few words. He said the Exhibition was a priceless one, and connected them with the glorious heroes of the past. In the evening a cordial reception was given to the band, and above 100 members of the Honourable Artillery Company, who arrived from London to witness Thursday's ceremony of laying the foundation-stone of the National Armada Memorial. The festivities on Thursday included an historical procession, a banquet in the Guildhall, and a match at bowls between the Leeds and Torrington Clubs.

PROPOSED CHAMBER OF ARBITRATION.—A scheme is now under consideration in the City, at the instance of the Corporation and the London Chamber of Commerce, for the creation of a Chamber of Arbitration for the speedy and inexpensive settlement of disputes and differences arising in the course of business. It is suggested that the Chamber should be opened daily, and the arbitrators should be bankers, brokers, manufacturers, merchants, and other traders, and captains in the mercantile marine, assisted by a registrar to act as legal assessor, and the parties to a dispute should be at liberty, if they wished, to employ professional assistance. The proceedings would be private unless the disputants expressed a contrary wish. An expression of opinion of merchants and others is now being elicited on the subject before proceeding further.

WHEN TO POST "SEAFARING."

Readers desirous of sending SEAFARING to friends abroad will find the following information useful, especially if those friends of Seafarers who reside in London post the paper 12 hours before the time advertised for the despatch of the mails. Those who live in the country should post it in time to reach London 12 hours before the times mentioned in the following tables:—

DATES OF DESPATCH OF FOREIGN AND COLONIAL MAILS NOT MADE UP DAILY.

Days of the Week.	Mails despatched from London.	Days of the Month	Mails despatched from London.
SUNDAY.....	(Evening) to <i>Continent of Europe only</i> (except Portugal).	† 2nd.	(Morning) to Madeira via Lisbon.
MONDAY	(Morning) to Malta via Italy, <i>weekly</i> ; (Evening) to Mauritius and New Caledonia by French Packet, <i>monthly</i> (from July 23); to Australia, if specially addressed by French Packet, <i>monthly</i> (from July 23rd).	† 3rd.	(Evening) to Lisbon, Senegal, Rio de Janeiro, Monte Video, and Buenos Ayres by French Packet.
TUESDAY	(Morning) to Egypt by Italian Packet, <i>weekly</i> ; to Ceylon, Straits Settlements, China by German Packet, <i>monthly</i> (from July 10th); to Ceylon and Australia by German Packet, <i>monthly</i> (from July 24th); <i>Supplementary mail</i> to Mauritius and New Caledonia by French Packet, <i>monthly</i> (from July 24th); <i>Supplementary mail</i> to Australia (if specially addressed) by French Packet, <i>monthly</i> (from July 24th); (Evening) to Newfoundland, <i>fortnightly</i> (from July 10th); to Lisbon, Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Liverpool, <i>fortnightly</i> (from July 10th); to Pernambuco and Bahia, <i>monthly</i> (from July 10th); to Falkland Islands, <i>irregularly</i> .	† 5th.	(Morning) <i>supplementary mails</i> to Senegal, Rio de Janeiro, Monte Video, and Buenos Ayres by French Packet via Lisbon.
WEDNESDAY	(Evening) to United States, Canada, and Bahamas via Queenstown, <i>weekly</i> ; to Cuba and Mexico via New York, <i>weekly</i> ; to Bermuda and Bahamas via New York, <i>weekly</i> ; to Mexico via Liverpool, <i>monthly</i> (from July 4th); to Hayti via Liverpool, <i>monthly</i> (from July 18th); to Japan and China via United States, <i>irreg.</i> ; to Japan and China via Montreal, <i>irreg.</i> ; (Morning) to Malta via Italy, <i>weekly</i> ; to West Indies and Pacific via Southampton, <i>fortnightly</i> (from July 12th); to Lisbon, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres, via Southampton, <i>fortnightly</i> (from July 5th); to Cape Verd Islands via Southampton, <i>monthly</i> (from July 19th); to Egypt by Austrian Packet, <i>weekly</i> ; (Evening) to Cape Colony and Natal (<i>weekly</i>) via Dartmouth and Plymouth alternately; to Canada by Canadian Packet, <i>weekly</i> ; to Madeira, <i>weekly</i> (omitting every fourth week) (from July 5th); to Lisbon and East Coast of Africa via Dartmouth, <i>monthly</i> (from July 5th); to Japan and China via Montreal, <i>irreg.</i>	† 8th.	(Evening) to Lisbon, Madeira, Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
THURSDAY	(Morning) <i>supplementary mails</i> to Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres via Lisbon, <i>fortnightly</i> (from July 6th); <i>Supplementary mails</i> to Cape Verd Islands via Lisbon, <i>monthly</i> (from July 19th); (Evening) to Cyprus, Egypt, India, and Zanzibar via Brindisi, <i>weekly</i> ; to Ceylon, Straits Settlements, China and Japan, <i>weekly</i> , by British Packet via Brindisi and French Packet via Marseilles alternately; to Victoria, New South Wales, South and Western Australia, Queensland, and Tasmania, <i>weekly</i> , via Brindisi and Naples alternately; to West Coast of Africa via Liverpool, <i>weekly</i> ; to Canary Islands and New Zealand via Plymouth, <i>monthly</i> (from July 27th); to Madeira and Gambia via Liverpool, <i>irreg.</i> ; to Venezuela and States of Colombia via Liverpool, <i>weekly</i> , omitting every third week (from July 13th).	† 8th.	(Evening) to St. Thomas, Porto Rico, St. Domingo, and Hayti by French Packet.
FRIDAY	(Morning) to Malta via Italy, <i>weekly</i> ; <i>Supplementary mails</i> to Ceylon, Straits Settlements, China, and Japan by French Packet via Marseilles, <i>fortnightly</i> (from July 14th); to Egypt by French Packet via Marseilles, <i>fortnightly</i> (from July 14th); (Evening) to Malta via Italy, <i>weekly</i> ; to United States, Canada, and Bahamas via Queenstown, <i>weekly</i> ; to Cuba and Mexico via New York, <i>weekly</i> ; to Bermuda and Turks Islands via New York, <i>weekly</i> ; <i>Supplementary mails</i> to Rio Janeiro, Monte Video, Buenos Ayres, Chili, Bolivia, and Peru via Lisbon, <i>fortnightly</i> (from July 14); to Pernambuco and Bahia, <i>monthly</i> (from July 14th); to New Zealand and Fiji via San Francisco, <i>monthly</i> (from July 14th); to Falkland Islands, <i>irregularly</i> ; to Belize via New York, <i>irregularly</i> .	† 9th.	(Morning) <i>supplementary mails</i> to Madeira, Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
SATURDAY		† 9th.	(Morning) <i>supplementary mails</i> to St. Thomas, Porto Rico, St. Domingo, and Hayti by French Packet.
		† 16th.	(Morning) to Madeira via Lisbon.
		† 18th.	(Evening) to Lisbon, Senegal, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres by French Packet.
		† 19th.	(Evening) to Cuba and Mexico by French Packet.
		† 29th.	(Morning) <i>supplementary mails</i> to Senegal, Pernambuco, Bahia, Rio Janeiro, Monte Video, and Buenos Ayres by French Packet via Lisbon.
		† 20th.	(Morning) <i>supplementary mails</i> to Cuba and Mexico by French Packet.
		* 24th.	(Evening) to Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.
		† 25th.	(Morning) <i>supplementary mails</i> to Martinique, Guadeloupe, Venezuela, Republic of Colombia, Pacific, &c., by French Packet.

N.B.—When the mails are despatched irregularly, the dates can be ascertained from the special notices issued, or on application at any Head Post Office.

* Following morning.

† Previous evening.

‡ Not despatched.

} When the date falls on Sunday.

NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

Twelve Months.....	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the postal union, these countries being: Austria - Hungary, Azores, Belgium, Bulgaria, Canada (Dominion of), Cyprus, Denmark, Egypt, France, Germany, Gibraltar (including British Post Offices at Tangier, Larache, Rabat, Casablanca, Saffi, Mazagan, and Mogador), Great Britain, Greece, Heligoland, Italy, Luxemburg, Madeira, Malta, Marquesas Islands, Montenegro, Netherlands, Newfoundland, Norway, Persia (*via* Russia), Portugal, Roumania, Russia, St. Pierre et Miquelon, Servia, Spain (including Balearic and Canary Islands), Sweden, Switzerland, Tahiti, Turkey, and United States of America.

SEAFARING will be sent for a halfpenny per week more (or twopence) to Africa (West Coast Native Possessions), Antigua, Argentine Republic, Ascension, Australia (South and West Australia, New South Wales, New Zealand, Queensland, and Victoria), Bahamas, Barbadoes, Bermuda, Bolivia, Brazil, British Borneo, British Guiana, Camerouns, Chili, Colombia (Republic of), Congo, Costa Rica, Danish Colonies (*viz.*, Greenland, St. John, and St. Thomas), Dominica, Dominican Republic (San Domingo), Ecuador, Falkland Islands, French Colonies, Gaboon and Sette Cama, Gambia, German Colonies (*viz.*, New Guinea (part of), Samoa (Apia), Togo Territory, including Bageida, Little Popo, Porto Seguro, and Lome, and possessions on the S. W. Coast of Africa), Gold Coast, Grenada, Grenadines, Guatemala, Hawaiian Islands, Hayti, Honduras (Republic of), Jamaica, Lagos, Liberia, Mauritius and dependencies, Mexico, Montserrat, Netherland Colonies, Nevis, Nicaragua, Orange Free State, Paraguay, Patagonia, Peru, Portuguese Colonies, St. Kitts, St. Lucia, St. Vincent (West Indies), Salvador, Sierra Leone, Spanish Colonies, Tobago, Tortola, Transvaal (*via* Natal), Trinidad, Turk's Islands, Uruguay, Venezuela.

To Ceylon, China, Hong Kong, India, Japan, Labuan, Persia (*via* the Persian Gulf), Sarawak, Siam, Straits Settlements, and Transvaal (including Bechuanaland, *via* the Cape), SEAFARING will be sent post free for twopence halfpenny per copy.

All subscriptions must be paid in advance.

All communications relating to contributions should be addressed to the Editor of SEAFARING, 150, Minories, London, E.

Rejected MSS. will not be returned unless accompanied by a stamped addressed envelope; but all contributions will receive the most careful attention.

Correspondence on all subjects of special interest to seafarers is invited.

Business communications should be addressed to V. G. PLARR, SEAFARING Office, 150, Minories, London, E., to whom all Cheques and Post Office Orders must be made payable.

STIMSON'S LIST OF PROPERTIES FOR SALE
For the Present Month contains 2,000 investments, and can be had free on application, or by post for one stamp. Particulars inserted without charge. It is the recognised medium for selling or purchasing house property, ground rents, &c., by private contract.—Mr. Stimson, Auctioneer and Surveyor, 2, New Kent-road, S.E. opposite the Elephant and Castle.

A SCHOOLMASTER wants work immediately; well recommended; very moderate terms.—Please write to Teacher, care of SEAFARING, 150, Minories, London, E.

Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, JULY 21st, 1888.

PLYMOUTH has just been the scene of a memorable celebration. On Thursday last it was exactly 300 years since, as a special correspondent puts it, "Master Fleming, the Scotch skipper and buccaneer, came scudding before the wind up Plymouth Sound, to tell Drake and his fellow heroes, who were playing bowls on the Hoe, that the Armada was in sight."

Like most stories, that story of the game of bowls has been overhauled and discredited by some of our modern historians, or critics of historians. But that matters little. It may be that one day historians of the dim and distant future will arise to question whether there ever was an Armada or England or Spain at all. Meanwhile, the defeat of the Spanish Armada remains, and promises to remain, a great fact in English history. Plymouth, and indeed all England, does well to rejoice over that memorable deliverance. But while the occasion is one for national rejoicing, it is not one for swagger and brag. No doubt we were better sailors than the Spaniards 300 years ago, as we are to-day. Equally indubitable is the fact that England's sea dogs of those days did much to defeat the Spanish Armada. But the elements did a great deal more. Had the Spaniards been favoured with fine weather, and had not ill luck pursued them at every turn, the event might have proved widely different. Instead of bragging over our victory and congratulating ourselves upon having such forefathers as Queen Elizabeth's great seamen, we may more profitably learn a lesson or two from the story of the Armada. There are so many very valuable lessons to be learnt from the story, that to refer to them all is more than we can at present attempt. But it is impossible to let pass such an occasion as the celebration of the tercentenary of the defeat of the Spanish Armada without pointing out

that such an occasion is highly appropriate for recognising in something like an adequate manner how vitally important are our seamen to England. This has never yet been done. Exhibitions, banquets, pageants, speechmaking, and so forth are all well enough in their way, and it is only right that a monument should be put up at Plymouth to commemorate the defeat of the Armada. But why should not the monument take the form of some useful institution for the benefit of seamen? That is the sort of monument we should like to see. And we are not alone in our liking. Had it been proposed to commemorate England's deliverance from the Armada by a great national movement in the form of some institution such as we have indicated, nobody who knows Englishmen can for a moment doubt that ample funds would have been forthcoming for so good a purpose. To import sectarian feeling into the festivities and represent the celebration of the defeat of the Armada as a purely Protestant rejoicing, is quite a mistake. English Catholics as well as English Protestants flew to arms when the beacons were lighted and helped to defend their country and to defeat the Spaniards. Catholics no less than Protestants might therefore well rejoice—and indeed did rejoice—last Thursday. The occasion was, in short, a great national one, and ought to have been celebrated on a far more imposing scale. But there is yet time to rise to the occasion by acting upon our suggestion, and marking the national gratitude to our seamen by the erection of a great national institution for their benefit.

CORRESPONDENCE.

TO THE EDITOR OF "SEAFARING."

DEAR MR. EDITOR,—It is with great pleasure that I hasten to speak a brief word of encouragement and express my great pleasure at the launching of SEAFARING, two copies of which came to hand this morning, which has given me more pleasure than if I had received an encyclopædia of ancient history, seeing that in these days of rapid scientific revolutions we have more to do with the present and the future than the past, and I, therefore, anticipate great and good days for SEAFARING, and wish it a hearty God-speed, that is, providing that it is ever true to its editorial key-note, ever impartial to ship-owner, master and seamen, with ever-open columns to all clear logical argument on both sides of a question, and ever closed to abuse (which is never argument). We will accept your sarcasm as a useful whip if rightly wielded, and Jack will, no doubt, be as attentive as

his master. I have often desired to see such a paper as SEAFARING started; it has been our greatest need, for I have found in my experience (without a wilful desire to speak evil of the Press) that we as seamen have not at all times got fair play, especially in the local Press of a seaport, where to agitate for the redress of a sailor's grievance is like stirring up a hornet's nest about one's ears. What with ship-owners, brokers, shareholders, uncles, aunts, or some other relation, either having the management of the paper or else an interest in the concern, it has been to their interest not to give us a full and fair report, for I have often found that those opposed to seamen's movements have been fully reported, and have thus had the sense of their argument carried to the general public, whilst the seamen's has been most cruelly curtailed, and oftentimes the meetings simply announced as having been held and its purport spoken of. But I had better put a stopper on this yarn, or I shall have the bees buzzing around again, and I have just enough to bear at present; some of us know what boycotting is with a vengeance. At some future time I shall, perhaps, with your kind permission, have the opportunity of spinning my twister, and will conclude by sincerely hoping that you will keep the balance level. I shall recommend SEAFARING.—Yours faithfully,

MAURICE E. DARBY.

91, Campbell-street,
South Shields.
July 16th, 1888.

THE PHANTOM SHIP.

Sometimes when dawn breaks cold and grim

Where billows moan o'er seamen's graves,

There loom up on the horizon's brim

Huge sails and cobweb cordage dim,

And *she* comes travelling through the waves.

Turret and port-hole, mast and spar,

Over the sea they rise and dip,

Whilst fade the moon and the morning star.

And oh, but bodiless souls they are

Who man the decks of the Phantom Ship.

Far out across th' untraversed seas,

And shoreward where the slumbering tide

Ebbs through the roots of tropic trees,

Or flows in the light that cities at ease

Cast from their banquet-chambers wide,

And through tossed ice and spear-sharp sleet

For evermore the ship must go.

Her decks record no sound of feet;

Only for aye the waters beat

Upon her prow, now loud, now low.

Once 'twas the prayer of mariners:—

"Blind be our eyne to yon great boat.

Seek not to know what cargo's hers,

Though it be ebony, silver, furs!"

Once 'twas a prayer with men afloat.

"Guess not the riddle that lurks therein,

Whether her folk were gluttonous,

Whether they died strange gold to win!

Know 'tis the ghost of an ancient sin

Round the pure seas pursuing us!"

SOME SEAFARERS.

III.

SIR FRANCIS DRAKE.

It is a Thursday afternoon just 300 years ago. On the bowling-green behind the Pelican Inn, on Plymouth Hoe, all the notable captains of England's fleet are gathered. They are waiting—waiting for the Armada to heave in sight. A storm has dealt hardly with the tall Spaniards, as the enemies' high masted ships are called; they have been driven back, and it is uncertain when they will pass up Channel. But Lord Howard of Effingham is watching for them, and he is not the man to let them slip by him unawares.

Let us take a good look, with the eloquent author of *Westward Ho*, at these gallant captains who are chatting and lounging by the low wall overlooking the little English fleet in the Sound beneath. There is the soft-eyed Walter Raleigh, sailor, author, courtier—what was he not, and what could he not do? There is the stately Richard Grenville, and the not less stately Howard of Effingham, Lord High Admiral of England. Yonder sit Martin Frobisher and John Davis, smoking long silver pipes. Near by are Fenton, and Withrington, and George Fenner, gallant seamen all. "That short prim man in the huge yellow ruff, with sharp chin, minute imperial, and self-satisfied smile, is Richard Hawkins, the Complete Seaman," and no long distance off waddles "a burly, grizzled elder, in greasy sea-stained garments, contrasting oddly with the huge gold chain about his neck." It is John Hawkins, Admiral of the Port, and patriarch of Plymouth sailors. "But who is that short, sturdy, plainly dressed man, who stands with legs a little apart, and hands behind his back, looking up, with keen grey eyes, into the face of each speaker? His cap is in his hands, so you can see the bullet head of crisp brown hair, and the wrinkled forehead, as well as the high cheek bones, the short square face, the broad temples, the thick lips, which are yet firm as granite. . . . The whole figure and attitude are that of boundless determination, self-possession, energy; and when at last he speaks a few blunt words, all eyes are turned respectfully upon him;—for his name is Francis Drake."

He has a fine record has this son of a Protestant parson from Tavistock, in Devon; and, perhaps, before roughly tracing the outline of the old Armada story, it would not be amiss to give some account of the life of its chief hero up to this year of grace 1588. Born in 1545, when Bloody Mary sat on the throne betraying England to the Catholic Spaniards, his education appears to have been undertaken at the expense of his kinsman, good Sir John Hawkins, above mentioned. At 18 we find him purser of a ship trading to Biscay—you see most of your sea-heroes start from small beginnings—and at 20 he wins fame by his gallant behaviour under Sir John, who is in command of the fleet attacking San Juan de Ulloa in Mexico. Returning home impoverished but glorious, young Drake fits out ships of his own, and in 1572 indemnifies himself for his late losses by taking and plundering Nombre de Dios in the West Indies. With the wealth so gained he patriotically equips new ships, and fights in Ireland under the Earl of Essex. Returning

thence, he goes to Court, and is presented by Sir Christopher Hatton to the Virgin Queen, who welcomes him cordially, for good Queen Bess loves a foe to the Papists, despite her woman's diplomacy towards Philip of Spain, with whom for half her reign she succeeded in keeping on good terms. Subsidised by Elizabeth herself, Drake undertakes that great voyage which, with the Armada exploits, has immortalised his name. With five small vessels, the crews of which only amount to 166 men, he sails from home on December 13th, 1577, and in the August of the following year enters the Straits of Magellan alone. For two of his ships he has cast adrift, and the other two have deserted him. As becomes a staunch Puritanic "sea-dog" Francis Drake's one consuming passion is to harry the men of Spain. "To sell negroes to the planters, to kill Spaniards, to sack gold-ships was, in the young seaman's mind, the work of 'the elect of God.'" So the next few weeks see him sweeping the coasts of Chili and Peru, loading his little bark—it was no bigger than a channel schooner—with gold dust and silver ingots from Potosi, and with the diamonds, the pearls, and the emeralds wherewith the great galleon that sailed yearly from Lima to Cadiz had been freighted. Setting sail to the north he tries to find a passage back to the Atlantic, and ultimately reaches latitude 48 north. New Albion is discovered, and taken possession of in the great Queen's name, and then sailing for the high seas he makes the Moluccas in November, and the Celebes in the following month. In March he reaches Java, and in June has crossed the Indian Ocean and rounded the Cape, having only 57 men and three casks of water left. July finds him on the Guinea coast, September off the island of Terceira, and November 3rd witnesses his home coming. He has been away two years and 10 months. It is considered a wonderful circumnavigation this, and Elizabeth goes on board his ship at Deptford, dines with him, knights him, approves of all he has done.

In the eyes of Philip and his stately Spaniard Dons, such men as Drake and Hawkins were rank pirates, and it was to clear the seas of them, quite as much as to revenge themselves for the persecution of the Jesuit priests in England, that they conceived the project of their Invincible Armada. But Elizabeth saw in her buccaneers only the sturdy foes of tyranny and bigotry, the valorous friends of commerce, freedom, progress and light. And she was not wrong, for lacking them would England ever have grown into a world-empire, would America ever have come into existence? Would the human race itself have been what it now is?

A few more years were to pass before Spain and darkness and little England and light were to strive for the victory. For Francis Drake those years were not idle. In 1585 he sailed with a fleet to the West Indies, and took there the cities of St. Iago, St. Domingo, Carthagena, and St. Augustine, and in 1587 he made Cadiz, and entering the port under the Spaniards' very noses, burnt upwards of 10,000 ships which were destined to form part of the Spanish Armada. This he called "singeing the king of Spain's beard."

Well, to return to Plymouth Hoe and the Pelican. As the sea-dogs smoked and sauntered, there was a sudden noise in

the inn, a waiter capsized with his trayful of long-necked Dutch-glasses, and into the midst of the crowd burst old Fleming—Jack Fleming, the pirate—and cried out that he had seen the tall Spaniards last sun-down, "coming along half-moon wise, and full seven mile from wing to wing." Fleming was a criminal, ripe for the halter, but his love of old England had overcome his fear of death, and brought him into the very presence of John Hawkins, the Admiral, himself.

"Sirrah," said Lord Howard, "is this no fetch, to cheat us out of your pardon for these piracies of yours?"

"You'll find out for yourself before nightfall, my Lord High Admiral."

"I must command the help of your counsel, Vice-Admiral," said Lord Howard to our hero.

"And it's this, my good Lord," said Drake, aiming his bowl—for he was playing a match with Hawkins, and he finished it, too, at his ease.

That night was one of bustle and excitement ashore and in the Catwater.

"For swift to east and swift to west the ghastly war-flame spread,
High on St. Michael's Mount it shone, it shone on Beachy Head.

Far on the deep the Spaniard saw along each southern shire,
Cape beyond cape, in endless range, those twinkling points of fire."

And next day Lord Howard in the *Ark Royal* stood away with what ships he could collect, and caught up the enemy at Fowey. But he contented himself with keeping the weather gauge, and hanging on their flank. It was only on the Sunday the fight began. Early in the morning of the bright summer day the little English ships sailed to and fro—who does not know the story?—pouring broadside after broadside with deadly effect among the crowds that thronged their adversaries' towering decks. The whole day was consumed in smart actions up and down Channel. At night Drake was commissioned to show a light to the English, and sail in touch with the Spanish rear, but he "doused his glim" for some reason, and very nearly led his side to their ruin. On Monday he retrieved his honour somewhat by his gallant attack on *Our Lady of the Rosary*, the galleon of Don Pedro de Valdes, who is supposed to have planned the Spanish expedition. The Don stood much on his dignity when it came to striking, said he was a great noble; demanded elaborate terms. But learning that it was Drake who summoned him to surrender, he came himself to the *Revenge*, and laid down his sword at the buccaneer's feet. Great was the booty that the Vice-Admiral took that day. The ducats alone amounted to 55,000! All that week the tight little English craft drove the big disabled Spaniards up Channel, but we hear of Drake no more till the final fight on Monday, July 29th, when he crushed the southern horn of the crescent into which the Spanish ships were formed. All round him fought Howard and Hawkins, Sheffield and Cumberland, Frobisher, Seymour, and Wynter. It was a deadly game of bowls that; and Drake finished it with the rest at three of the clock on the summer afternoon three centuries ago when Philip's power was finally shattered and the foundation of Britain's naval supremacy was laid beyond dispute.

The year following Drake was sent in command of an expedition to help the

King of Portugal against Spain, but he quarrelled with Sir John Norris, the general in command of the English troops, and the whole thing proved abortive. So, also, did a grand undertaking against the Spanish settlements in the West Indies. Hawkins and Drake were associated in the command, but alas, they could not agree. The fact is, the old hero was impatient of all control; he would insist on finishing his game in his own way on every imaginable occasion! He seems to have fretted a good deal over these two last failures; and regret and remorse hastened his death, which took place on board his own trusty ship, near Nombre de Dios, where he had won his early renown. The death-day was January 28th, 1595. The authorities—notably Archdeacon Farrar—are going to give him a monument in the Abbey, and to them we seafaring men say, "Well done!" for of a surety there have been few nobler English sailors than headstrong Francis Drake!

STRIKE AT THE EAST INDIA DOCKS.—On Saturday a large number of men employed at the East India Docks struck work in consequence of the refusal of the company to increase their wages by 1d. an hour. The demand was acceded to in the case of the ship's gang, but not in that of the shore gang, who expressed their determination to hold out. Men have been sent from the West India Docks to render help.

SCENE AT A MURDERER'S EXECUTION.—Robert Upton, aged 61, labourer, was executed at Oxford Gaol on Tuesday morning for the murder of his wife Emma, on May 23rd, at Milton-under-Wychwood. The crime was of a very brutal nature; the prisoner, who was of a passionate disposition, having killed his victim with an iron bar. He admitted his guilt, both before the magistrate and Mr. Justice Denman, and no effort to obtain a commutation of the death sentence was made. Berry carried out the execution, and at the appointed time the bolt was drawn, and the culprit disappeared through the trap. The prison officials and the reporters then heard a peculiar sound, and looking into the cavity they saw that the shock of the fall had torn the flesh of the culprit's neck, from which blood had poured into the pit below, and splashed on to the side of the scaffolding. Death had, of course, been instantaneous. Berry accounted for the occurrence by stating that the culprit's neck was thin, and that with a man of his age such a thing was not always to be prevented. A drop of five feet had been given.

CINQUE PORTS YACHT REGATTA.—The Cinque Ports Yacht Club Regatta opened at Dover in glorious weather on the 13th inst. Two matches were arranged for the day, one for yachts exceeding 35 tons rating, and another for yachts under that rating. The course was the usual club course, from the Bay to Varne Buoy, thence to South Sands Head, twice round, and finishing at Mark Buoy in the Bay. There were 10 entries, seven in the first match, and three in the second. The racing resulted in the following prizes being obtained: *Petronilla*, 5h. 19min. 22sec. (first prize £50); *Neptune*, 5h. 34min. 28sec. (second prize, £20). Of the smaller craft, the following took prizes: *Foehound*, 5h. 38min. 44sec. (first prize, £25); *Sybil*, 6h. 4min. 32sec. (second prize £10). There were seven entries for the concluding match, which was sailed on Saturday, the race being from Dover to Boulogne and back for the Town Cup and £100, the second receiving £40, and the third £20. Seven started—the cutters *May*, *Petronilla*, *Neptune*, *Mohawk*, and *Leander*, and the yawls, *Vol-au-Vent* and *Guadrin*. They got away well together at 10 o'clock, there being hardly any wind blowing. The *Petronilla* ran away from the others, and held the lead throughout, turning the buoy at Boulogne at half-past two. The *Neptune* was the next round, three-quarters of an hour late, the *May*, *Mohawk*, and *Leander* following. The run home occupied about five hours, nothing eventful occurring, the result being: *Petronilla* first, *Neptune* second, and *Mohawk* third.

SAILORS' HOMES AND BOARDING HOUSES.

Space would not (says the *Shipping Gazette* and *Lloyd's List*) permit us on the 3rd inst. to conclude our comments on the dispute between the Board of Trade and the Tradesmen's and Seamen's Protection Association concerning certain alleged privileges granted by the Board to the agents of the Sailors' Home, Well-street, detrimental to the interests of the members of the association. The subject, in its broad sense, is not simply confined to the parties implicated in the present dispute, but is of considerable importance to the large class of tradesmen and boarding-masters who do, or rather who once did, a flourishing business with sailors at all our ports. This must be our excuse for referring to the matter again. At the public meeting of the Tradesmen's and Seamen's Protection Association several of the speakers complained that the Sailors' Home, originally started as a charitable institution, now sold everything, including drink, and had therefore done great injury to tradesmen without any corresponding benefit arising to the seamen; in short, that in many cases sailors were worse off in the Home than outside. In a perfectly disinterested manner we will endeavour to analyse these statements and see what amount of truth they contain. The Sailors' Homes have accomplished much towards elevating the tone of our mercantile marine no unprejudiced person can reasonably deny. The statement that "in many cases sailors were worse off in the Homes" must be accepted with the proverbial grain of salt. How is it that these institutions are multiplying, not only throughout this, but in foreign countries? The yarn is evidently too tough for Jack to swallow. One of the speakers insinuated that the Home was no longer run solely, or principally, with a view to render some public service, now that clothing and drink were sold within its precincts. While regretting that the management of the institution should consider it necessary to play the part of shopkeeper, it must be remembered that it is perfectly within its rights, and doubtless the *role* would never have been assumed had tradesmen, some few years ago, charged Jack fair prices for fair goods. As to the question of drink, it is better for Jack to imbibe within his temporary residence than go into the highways, and perhaps byeways, and fall into strange company. A Home, in short, containing only Bibles and tracts, and other good literature, would probably not suit Jack. We believe that the Well-street institution is still conducted with the idea of elevating and improving the moral nature and intellectual capacity of the sailor, and is something more than a place where meals and sleeping accommodation are furnished in return for a monetary equivalent. In proof of this assumption we would point to a few statistics from the recent annual report. During the past year 6,916 officers and seamen of all ratings were received into the Well-street Home, and 962 into the Gravesend branch. Of this total 2,350 were sailors who returned regularly voyage after voyage. Furthermore, 440 shipwrecked men were provided for by the Shipwrecked Mariners' Society. Deposits received into the savings bank amounted to £53,974, and 2,666 seamen had been assisted in obtaining employment. From the report of the "Asylum" it appears that 1,745 destitute men had been accommodated at the institution. Regarding the item of "sailors' money" in the statement of accounts, the amounts paid in stood at £47,787 odd, ready money sales at £4,025, and advance notes collected at £4,292. Finally, since its establishment in 1827, it has given timely help to 68,071. Actions speak louder than words. We, therefore, commend these figures to the careful attention of the Tradesmen's and Seamen's Protection Association, in proof of our assertion that this much-abused Home—a fair representative of other kindred institutions around our coasts—has done, and is still doing, a great public service, and, moreover, possesses the patronage and confidence of the sailor. Boarding-masters cannot, single-handed, hope, or be expected, to achieve such philanthropic work; but by providing comfortable quarters they may secure, voyage after voyage, those who prefer a snug and quiet residence to the more lively

and capacious club house. The Tradesmen and Boarding-masters' Protection Association—for that is about the correct title—should cease abusing philanthropic agencies, and calmly await the result of the experiment now being tried at Liverpool, and fully explained in our previous issue upon this subject. Therein lies their hope of better times. Officers of ships, in discerning the respectable tradesman, or boarding-house keeper, from the "land shark," should grant a fair field and no favour, leaving to each individual sailor the choice of a temporary resting place, or, as the case may be, the selection of the shop where to obtain the necessary "rig out."

EMPLOYERS' LIABILITY BILL.

The consideration of the Employers' Liability Bill has been concluded by the Standing Committee on Law, Mr. Osborne Morgan presiding.

The consideration of Clause 12, which extends the benefits of the Act to seamen under certain conditions, was resumed. Subsection 2 of the clause provides that for the purpose of carrying out the clause the Board of Trade may make and publish such regulations respecting the different classes of ships as they may deem expedient.

Mr. Stuart Wortley moved to add the following:—"At any port or place where there is a Surveyor of the Board of Trade, that surveyor may, on the application of the owner of the ship, grant a certificate that at the date specified in the certificate the regulations referred to in this section have been complied with in the case of the ship, and thereupon that certificate shall be sufficient evidence of such compliance." He said the Board of Trade could not undertake the examination on financial grounds, except where they had a surveyor.

Sir G. Campbell contended that the amendment made the clause worse than it was before.

Sir E. Clarke said he believed the subsection would be found to be very useful. They had already decided that regulations should be made by the Board of Trade with regard to the equipment and fittings of a ship, and those regulations were to be annexed to the agreement. The only thing the new subsection would do was to provide an easy mode for seeing whether the Board of Trade regulations had been complied with or not.

The amendment was agreed to.

On the motion that Clause 12 stand part of the Bill,

Sir G. Campbell characterised the clause as a delusion and a snare, which he would not let pass without a protest. Seamen were first excluded from the operation of the Act, and then they were allowed to come within it only when the regulations of the Board of Trade had not been complied with. The matter should be really dealt with in a Shipping Bill.

Mr. Broadhurst asserted that the clause only gave the merest shadow of protection to seamen. Its only value was where it admitted that seamen had a right to compensation when they were strong enough to claim it.

Sir E. Clarke could not agree with these remarks. He believed the clause would be found to be a substantial boon to seamen, inasmuch as it gave them similar rights to workmen when they were injured.

The clause was agreed to.

Clause 13, which provided that nothing in the Act should prejudicially affect any right or remedy to which seamen were entitled independently of the Act, was adopted without discussion.

On Clause 14, which was the "definition" clause of the Bill, Mr. Broadhurst moved that the word "workman" should be held to include "a domestic or menial servant," but this was negatived by 28 votes to three.

After considerable discussion on the mode of working the measure in Scotland, Mr. D. Crawford proposed a new clause to limit the remuneration of solicitors acting in cases of compensation for injury to workmen.

Mr. J. B. Balfour and other hon. gentlemen supported the motion, which was negatived by 13 votes to 12.

A proposal made by Mr. D. Crawford, on behalf of Mr. Fenwick, that illegitimate children should be entitled to compensation if their father was killed at work, was negatived by 20 votes against five.

The proceedings terminated with a vote of thanks to Mr. Osborne Morgan, who has presided over all the 13 meetings held by the committee this session.

NAUTICAL NEWS.

ACCORDING to a Berlin telegram, the signing of the Anglo-French Suez Canal Convention with Turkey may be expected on an early day.

THE north dock at Seaham Harbour has just been re-opened, after the completion of extensive repairs, including the fitting of a new pair of gates.

THE Board of Trade have requested their solicitor to take the necessary steps for holding a formal investigation into the circumstances connected with the stranding of the steamship *Eddlethorpe*, of Hartlepool, off Ushant, on the 26th ult.

THE launch of the new Russian torpedo-armed cruiser *Captain Sacken* is fixed to take place at Nicolaieff, on the Black Sea, towards the end of next month. The *Captain Sacken* is the second vessel of its class in the Russian navy, the *Lieutenant Ilhine* being the other.

THERE were 15 British and seven foreign vessels reported as shipwrecks during the past week. Five British vessels were wrecked off the United Kingdom, also two Norwegian and one French. Two British vessels, one French, and one German sunk by collision. Total collision cases 25, of which 16 took place off the British Isles.

IN the current number of the Glasgow *Bailie* are given portraits and brief "notices" of Mr. M. T. Clark, manager of the Glasgow and Inverary Steam Packet Company, as well as of the skippers and stewards of the company's principal boats. Most noted among these steamers is the splendid *Lord of the Isles*, which sails daily from Glasgow to Inverary (228 miles) and back, and which is one of the glories of the West of Scotland.

IN the Admiralty Division, on Tuesday, a Divisional Court was engaged in hearing an appeal from the Cardiff County-court, in an action for damages caused to a cargo of oats, while on board the ship *Joseph*. The appellants, the owners of the ship, contended that the action ought to have been brought against the charterers, and that the oats were tainted before they were received on board. The court dismissed the appeal with costs.

WINE CAST INTO THE SEA.—The *Pensiero* states that the police at Nice recently received a communication from Montpellier to the effect that a Nice firm of wine merchants had just purchased from a Montpellier house 25,000 litres of adulterated wine, which must be seized and destroyed. The superintendent of police at once seized the consignment of wine, which still lay at the railway station, and had it all thrown into the sea. Thousands of spectators witnessed this unusual scene from the promenades and the shore.

IN the debate in the American Senate on the Fisheries Treaty Mr. Dolph, of Oregon, made a speech opposing the measure. He declared that the only American battles with Great Britain would be battles of diplomacy. He did not fear war with England, as the sentiment between the two countries was in favour of peace, and the pacific means of settling the difference relating to the fisheries were so great as to prevent war. It was not the interest of Great Britain to resort to war with the United States, and neither country was desirous of entering into hostilities against the other.

SIR E. BIRKBECK, M.P., presided at a recent meeting of the members of the Royal National Lifeboat Association, at which the silver medal of the institution was awarded to Mr. William Niles, in recognition of his long and faithful services as coxswain of the Cardigan lifeboat. He had assisted to save 53 lives. Rewards amounting to £236 were also granted to the crews of lifeboats of the institution for services rendered during the past month. Payments amounting to £3,025 were made on the 293 lifeboats of the institution. New lifeboats have recently been sent to Hauxley, Southport, Buddon Ness, and Broughtyferrie.

AN inquest has been held on the body of the sailor named Pole, who was travelling from Holyhead, to join his ship at Portsmouth, and was, as we reported last week, found dead on the railway. The guard of the train said at the inquest, that four seamen were in the carriage at Holyhead, and that after the accident the men said they were all asleep, and that when one of them awoke he saw the deceased on the carriage step, and made a grab at him, but he fell before he could catch him. The coroner said he had telegraphed to the commander of the *Ajax*, on board of which one of the deceased's travelling companions was, and the inquiry was adjourned.

FAST ATLANTIC PASSAGE.—The Cunard Line Royal Mail steamer *Etruria*, which left New York at 6 p.m. on July 7th, arrived at Queenstown at 3.50 a.m. on Saturday, Greenwich time, having performed the passage in 6 days, 4 hours, 50 minutes. Her daily runs were as follow:—From 6 p.m. on Saturday to noon Sunday, 334 knots; from noon Sunday to noon Monday, 460; from noon Monday to noon Tuesday, 452; from noon Tuesday to noon Wednesday, 454; from noon Wednesday to noon Thursday, 445; from noon Thursday to noon Friday, 456; from noon Friday to Queenstown, 280—total, 2,881. This is the fastest home run that has yet been made.

SERMONS AND SHELLBACKS.—The duty of the Church to Seamen is to be discussed at the Manchester Church Congress, on October 2nd, by the Bishop of Newcastle, Canon Scarth, Commander W. Dawson, R.N., secretary of the Missions to Seamen; the Chaplain of the Fleet, the Rev. Edgar Lambert, M.A., Chaplain to the Missions to Seamen, and Sir James Fergusson, Bart, M.P., Under-Secretary of State for Foreign Affairs. No ship-owner or other representative of the Mercantile Marine has been specially invited to describe the religious condition of their crews; but the subject will be open for discussion after the selected speakers have addressed the meeting, and it is hoped that someone connected with the shipping interest will speak of religion on board merchant ships.

MURDER ON AN ATLANTIC LINER.—During the voyage of the National Line steamer *Erin*, from London to New York, one of the seamen, named Patrick Kelly, stabbed two men named John Parry and John Chapman to the heart with a clasp knife while they were asleep in their bunks. The only cause assigned for the murder was that Kelly had a slight quarrel with one of the deceased on the previous night. The murder took place on the 9th inst. Kelly was handed over to the British Consul. Kelly is 36 years of age, tall, and of powerful build. He shipped at Gravesend to replace a deserter. He has a violent temper, and was constantly quarrelling with his shipmates. After committing the deed Kelly surrendered to the officer on duty. He admits having been in many scrapes on board ship before, but declares that he was out of his mind when he stabbed the men who had provoked him.

LOCAL MARINE BOARD INQUIRY.—A Board of Trade inquiry was held, on Saturday, at the Local Marine Board offices, Bristol, before Mr. Mark Whitwill (chairman), Mr. Edwards, Mr. Hancock, and Captain Tozer, to inquire into a charge of misconduct against Mr. J. H. Wood, second mate on the *Akaba* (s). The charge against the accused was that he, whilst second mate on the *Akaba* (s), sailing with a Liverpool cargo from Cardiff to Bombay, in April, did neglect to do his duty. George Kilgour, of Stirling, first mate of the *Akaba* (s), said that on April 23rd he was at Bombay on the *Akaba* (s), and that on that day the accused ought to have been on duty from six o'clock to 11 o'clock. Witness missed him about 11 o'clock, and when he went to look for him he found him in his bunk under the influence of drink, and not fit to perform his duties. He did not attend to his work that day nor the following day. The accused admitted being intoxicated, and stated that it was the first offence he had committed during the 17 years he had been on the ship. The members of the board took a lenient view of the case, and suspended his certificate of competency for two months.

ANNEXATION IN THE INDIAN OCEAN.—Letters from Singapore report that Captain May, of Her Majesty's ship *Imperieuse*, after leaving Mauritius, opened the sealed orders with which he was entrusted by the Admiralty, and found that he was authorised to annex a small island known as Christmas Island, Lat. 11 S. Long. 106 E. The British flag was accordingly hoisted about 11 o'clock on the morning of June 6th. The island contains valuable guano, but the anchorage is bad, as there are 50 fathoms of water close in shore. Christmas Island is some 200 miles south of Java. This island is covered by trees and jungle and inhabited by an enormous number of pigeons and other birds. A large party landed from the *Imperieuse* and found the island without inhabitants. They put up a notice that the island had been taken possession of on behalf of her Majesty, and afterwards the ship came on. The island is not of large extent, being only about 10 miles in diameter.

FATAL QUARREL AT SEA.—Intelligence has been received at Yarmouth of a fatal quarrel that took place in the North Sea, on board the smack *Myrtle*, belonging to Messrs. Hewett and Co., of London. It appears that on the previous Saturday night two of the crew—the mate (Henry Dyball) and the deck hand (John Brett)—had a dispute, and a tussle ensued between them, and when the master came on deck the mate was lying on the deck with Brett on the top of him. The mate called upon the skipper to make an entry of Brett's conduct in his log, and said he did not want to fight. The man then got up, and Brett chased the mate round the deck. When he got up with him Brett pushed the mate against the rail of the vessel, and both fell overboard. A rope was thrown to them by the crew, and the mate was fortunate enough to lay hold of it, and was drawn on board. Brett, however, sank, and, singularly enough, when the vessel's trawl was drawn up, the body of the deceased was in the net. An inquiry was subsequently held before the borough coroner, who, after hearing evidence, in addressing the jury, said they would have no difficulty in arriving at a verdict. There could be no blame attaching to the mate in any way whatever. The jury returned a verdict of accidental death.

A COASTGUARDSMAN'S HEROISM.—An account has been published of a sad occurrence at the Coastguard Station, Castle Townshend, Co. Cork. Mrs. Hope, wife of one of the men, went out to dry the clothes she had been washing, leaving her three little boys in the kitchen, where a fire was burning. It is not distinctly ascertained how the accident happened, but the second boy's intention was to write his name on the table with a charred stick. The probability is that the other end of the stick was alight, and as he was writing his clothes caught fire, and the children's screams aroused the neighbours. A coast-guard named Osborne went in to see what was the matter, and, finding the child burning, he promptly seized a large rug and threw it over him. Then, giving him to the distracted mother, who at that moment returned, he went back to the kitchen, which was filled with black smoke, so thick and dense that nothing was discernible, and, crawling in on his hands and knees, he felt his way to the cradle, from which he dragged the baby. Placing him safely outside, he returned a third time, and with difficulty rescued the eldest boy, who was paralysed with terror in a far corner. Osborne's hands were terribly injured, and his clothes almost all burnt off him. The unfortunate child who was so sadly burnt died within two hours of the accident.

LIFE-SAVING IN JUTLAND.—The secretary of Lloyd's has received a report on the operations of the life-saving stations in Jutland, since the system was first organised there in 1852. From the report it appears that on April 1st, 1888, the stations were 41 in number, including three sub-stations. Since they were instituted these stations have been the means of saving 2,259 lives by lifeboat, 2,157 by rocket apparatus, and 68 by both methods combined, making a total of 4,484 lives rescued. The number of vessels stranded on the Jutland coast during the period in question (exclusive of some which got off again without communicating with the land) was 2,165 with crews on board and 43 derelicts, making 2,208 in all. Of the crews, 975 persons, or 5·62 per cent. of those shipwrecked were drowned. The stranded English vessels numbered 358, with 3,334 men saved and 272, or 7·54 per cent., drowned. It is remarked that this percentage was higher than in the case of any other of the nationalities, a circumstance which the report attributes to a special inclination on the part of English crews to seek safety in their own boats. The low percentage, 3·40, in the case of Dutch vessels, is, on the other hand, ascribed to the fact that owing to the flatness of their bottoms they strand closer to the land. Of the 2,208 vessels stranded, 638 were afterwards got afloat, whilst the remaining 1,550 became total wrecks.

A NEW FRENCH SERVICE OF STEAMERS.—The French newspapers announce that, as the outcome of fresh agreements come to between the Compagnie des Messageries Maritimes and the State, alterations are about to be made in the Australian line of steamers, and fresh services are going to be created with Madagascar, Zanzibar, and India. The steam packet *Sydney* will start from Marseilles on August 1st to inaugurate the new itinerary of the Australian line, which will be as follows:—Port Said, Suez, Aden, Mahé, King George's

Sound, Adelaide, Melbourne, Sydney, and Noumea. Both going and returning there will be a connection at Mahé, for Réunion and the Mauritius. Moreover, upon the return voyage, the Australian and New Caledonian mail will connect at Aden with a new line to Kurrachee and Bombay. It may be added that in future the Australian mail will leave Marseilles, not every fourth week, but on the 1st of each month. On August 12th the new line of steamers to Madagascar, with the following itinerary: Port Said, Suez, Obock, Aden, Zanzibar, Mayotte, Nossie-Bé, Diego-Suarez, Ste. Marie, Tamatave, Réunion, and the Mauritius, will be started, and on the outward voyage there will be a connection at Aden for Kurrachee and Bombay. After fuelling at the Mauritius, the steamer will return to Réunion to connect with the Australian line at Mahé by way of the Mauritius. The return voyage will be made from Réunion, the steamers calling at the same ports as on the outward voyage. These alterations will shorten the voyage to Australia, and open up new direct communications with Obock, Madagascar, and Zanzibar, besides creating a new service to India.

CLAIM FOR WAGES.—At the Hull Police-court, before Mr. E. C. Twiss, stipendiary magistrate, Captain John Littlejohn, of the *Duntroome*, has just been summoned by J. W. Brandt, seaman, for not paying him £23, wages which complainant alleged were due to him. Mr. Holdich appeared for the complainant, and Mr. Lambert for the defendant. Mr. Holdich said that the complainant was engaged on March 16th, at Astoria, and went to sea on the 7th, his wages being fixed at the rate of £6 per month. On the 8th he was put to the wheel, and after being there for about two minutes he was told by the captain to leave the wheel, and he was never again allowed to steer. With this exception he performed the duties of an A.B. during the whole of the voyage. For the defence it was urged that the complainant was not an able seaman, and the captain had reduced his wages to £2 10s. per month, and when he was offered this he refused to accept it. Mr. Lambert put the complainant through a severe cross-examination, with a view of testing his knowledge of the duties of an A.B., especially with respect to using the lead, and submitted that the defendant was practically a useless man on board a ship, and that the captain was therefore justified in reducing his wages. The captain was called, and said that the defendant did not know the points of the compass. When he first put him to steer he put the helm hard over and left it there, and if no one had altered it the vessel would have turned round. He was totally unfit for the duties of an A.B., as he could neither reef nor coil the rope. He did not tell the complainant that he had reduced his wages, but he entered it in the log-book. The chief mate said that the complainant told him that he was not sure that he could steer, and on this information being conveyed to the captain, the captain tried the complainant at the wheel and he was of no use. The complainant could not distinguish the port from the starboard side of the vessel. During the voyage he painted, cleaned the deck, and went aloft occasionally. Mr. Twiss said that he believed the complainant was not qualified to perform the duties of an A.B., but he thought a reduction from £6 to £2 10s. was too large, and he would allow him wages at the rate of £3 10s. per month. The order would, therefore, be for £4 10s. and costs.

An official notification has recently been issued in Germany, to the effect that, in consequence of representations having been made to the Government by the manufacturers of goods containing sugar and cocoa that if a drawback were given of the duty paid upon the sugar and cocoa used the export trade might be largely increased, the Bundesrath has empowered the First Land Finance Bureau, conditionally, under the necessary regulations for official control, to grant a drawback upon the exportation of such goods corresponding to the tax paid upon the sugar and cocoa used.

LORD GEORGE HAMILTON, in answer to Lord C. Beresford, said in the House of Commons, on Tuesday, it was a fact that the *Lord Warden* and *Reptile*, two of the armour-plated ships mentioned in the Parliamentary return just issued, had been offered for sale. It was proposed to repair the *Achilles* at once, but it would depend upon the result of the experiments now being made at Portsmouth whether the *Minotaur*, *Warrior*, *Hector*, *Defence*, and *Valiant* would be similarly dealt with. Only six coast defence vessels given in the return were available for the protection of Great Britain and Ireland, the remainder being needed for Indian and Colonial ports.

SEAFARING DISASTERS.

Conflict, brig, of Newhaven, Shoreham to Hartlepool, ballast, stranded on Saltscar rocks, Redcar, at 7 p.m. Monday, but was got off at 9 p.m. with assistance of fishermen, making a little water.—A telegram from Constantinople states that on the 13th inst. the Italian barque *Emanuele Massone*, in ballast, was run down and sunk at Cape Cara, Marmora, by the British steamer *John Morrison*, bound from Taganrog for Rotterdam, with grain. Crew saved. The steamer was slightly damaged, and was repairing in harbour.—*Adela*, steamer, arrived at Swansea on Tuesday with several starboard quarter plates damaged, having been in collision with the *Woodcock*, steamer, of Glasgow.—*Fortescue*, steamer, ashore at Finngrundet. A telegram received on Tuesday states: *Fortescue*, on large boulders, exposed to whole of compass; water filled; heavy bottom damages. Another salvage steamer, with lighters and labourers, has been sent to assist.—Telegram from Kertch, July 17th, states that the steamer *Sazon*, of Whitby, stranded breakwater at noon on previous day, but floated next morning. Salvage £400.—*Sussex*, from Port Broughton (wheat), arrived at Falmouth, reports that on April 22nd, in 53 S., 124 W., experienced heavy west-south-west gales and lost lifeboat, gutted cabins, tarpaulin main hatch washed adrift, lost bulwarks, had front cabins stove in, also topgallant, forecabin, and decks swept. On May 20th, in 33 S., 34 W., experienced terrific gale from south-west.—Steamer *Chicago*, from Bombay, arrived at Aden on Tuesday, short of coals and with portion of cargo consumed for fuel.—Steamer *Sestos*, of London, from Newport for Castro, passed the Lizard on Tuesday evening, making for Falmouth, with every appearance of having been in collision. Her starboard anchor was driven over the bows to port side on to the deck, and she was towing alongside the boat of a large vessel, apparently English steamer, completely smashed. The boat was painted white, with a house flag on the bow in which was a red cross.—Steamer *Cremona*, of Leith, Hamburg for Greenock, with sugar, ashore in Portland Firth.—Telegram from Lerwick, July 17th, states that the steamer *Borgfelda*, of Hamburg, partly loaded with herrings, got ashore on Hillswick Ness, St. Magnus Bay, during fog, and was full of water. Crew saved. Vessel will probably be total wreck.—About one o'clock on Tuesday morning a fishing-boat named the *Euphemia*, of Loch Ranza, was run down and sunk by the fishing-boat *St. Kilda*, of Greenock, near Skate Island, at the mouth of Loch Fyne. The master of the skiff and a lad were drowned, the mate being picked up after being 20 minutes in the water.—The captain of the barque *Jessie Morris*, of Newcastle, reports that on April 30th he rescued from an open boat two men belonging to the schooner *Jubilee*, of St. John's, Newfoundland, who were in a boat hauling in fishing gear, when the boat drifted, and for about 12 days the poor fellows were absolutely without food or drink. When rescued by the *Jessie Morris* the men were in the last stage of exhaustion, and half crazy from the effects of drinking sea water, in the vain hope of quenching their maddening thirst.—The steamship *Sestos*, belonging to Messrs. Gordon and Co., London, put into Falmouth late on Tuesday night, and reported having been in collision during the afternoon with H.M.S. *Agincourt*, Captain S. C. Holland, flagship of Rear-Admiral Rowley, and one of the vessels taking part in the present naval manoeuvres. Captain Anderson, of the *Sestos*, states that at the time of the collision he was between the Longships and the Wolf Light-house, and that while he was in the chart-house, he heard shouting, followed by the stopping of the engines. Rushing on deck he saw a large warship, which proved to be H.M.S. *Agincourt*, on his port bow, and crossing his course to starboard in a very dangerous position about 200 yards distant. Captain Anderson on reaching the bridge found his helm starboarded and ordered her hard to starboard, as he could see there was no possibility of clearing the *Agincourt*

except by adopting such a course. There was not sufficient time, however, to avoid a collision, and the *Sestos* struck the *Agincourt* a sliding blow on the starboard side. An anchor belonging to the *Agincourt*, which was projecting some distance, hooked on to the bow of the *Sestos*, and raked alongside the whole length of the *Agincourt*, doing her considerable damage, stripping her side, and carrying away davits and boats. The anchor and about 20 fathoms of chain belonging to the *Agincourt* remained attached to the *Sestos*. Immediately the collision occurred Captain Anderson called to the ironclad to put out her boats, and as soon as the cable parted the vessels cleared each other. On examining his vessel the captain found the *Sestos* considerably damaged, but fortunately she was not making water. Captain Anderson then put back to Falmouth, at which port he arrived the same night, having with him the anchor and some fathoms of cable belonging to the *Agincourt*, and also one of her boats smashed almost to pieces. The *Agincourt* was one of the mobilised ships, some 13 or 14 of which were in view at the time of the collision. Considering the difference in the size of the vessels, the wonder is that the bow of the *Sestos* was not pulled out by the *Agincourt's* anchor. The captain of the *Sestos* says that he is firmly of opinion that had the ironclad been guided by the rule of the road relating to steamers, there would have been no collision, as he never noticed her course to be altered, or any effort made to avoid collision. Mr. J. A. Yates, constructor at Devonport Dockyard, proceeded to Falmouth to survey the *Sestos*, and to obtain a statement in writing from Captain Anderson of the circumstances under which the collision occurred.—Telegram from Buenos Ayres, July 17th, states that the French barque *Etoile du Nord*, from Cardiff, grounded at Banco Chico on her way up the river, but got off after discharging part of cargo, and arrived at Buenos Ayres.—Telegram from Ismailia, July 16th, states:—*Indra* (s) aground on bank in Siding Kantara since yesterday, unloading; assistance given; passage free.—Telegram from Frederikshavn, July 18th, states:—Danish steamer *Christian IX.*, from London for Copenhagen, merchandise, is ashore on the Sea; she has taken no damage at present. A later telegram states:—Vessel got off all right without assistance.—Telegram from Guernsey, July 18th, states:—Steamer *Fox*, for the Waterworks, with pipes, ashore on East Coast, Herm, and is full of water.—Telegram from St. Vincent, July 18th, states:—*Jane Maria* (British barque), from Swansea for Port Natal, coals, abandoned in a sinking condition in lat. 18 N., long. 24 W., crew saved and landed at St. Vincent.—Telegram from Dunnet, July 18th, states:—Steamer *Cremona* reported yesterday ashore Pentland Firth; got off after discharging about 400 tons sugar, which is landed at Huna. A further telegram states that vessel is making no water, and has sustained no apparent damage. She is reshipping her cargo and will proceed.—*Jarlen*, Norwegian brig, from Soderhamn to Newhaven, cargo wood, has been towed into Copenhagen by steamer *Dan*, damaged above the water line, having been in collision with a vessel, name unknown.—Telegram from Stockholm, July 18th, states that the Swedish schooner *Carl* and British steamer *Maude* have been in collision; former has put in damaged, latter proceeded, damage, if any, unknown.—Telegram from Elsinore, July 18th, states:—The Swedish barque *Trio*, from Oscarshamn for Blyth, pit-props, and Swedish brig *Diadem*, from the Baltic for Cornua, wood, have been in collision; former vessel has put in damaged, latter proceeded, damage, if any, not known.—*Rosenius*, Norwegian barque, has put into Capetown with damage to bulwarks and boats, and leaky in her upper works; cargo damaged, but to what extent has not yet been ascertained.—Lloyd's agent at Baltimore cables:—German brig *Annen*, Savannah for Glasgow, is ashore at Hatteras, and will be a total loss; crew saved.—Cablegram from Martinique states that the French barque *Charite*, in ballast, has gone ashore in Vanclin Bay. Reports indicate she cannot be saved.—*Tweed*, British ship, from Cochín for New York, was on Wednesday reported by telegraph to have been towed into Port Elizabeth with loss of mainmast and fore and mizen topmasts.

INTERESTING ITEMS.

A JAPANESE deputation, consisting of five high naval officers, has arrived in Vienna from Paris on a commercial mission on behalf of the Government of Japan.

THE Manchester Ship Canal (No. 2) Bill, containing powers to construct the Manchester Docks on a more convenient site, has passed the Earl of Beauchamp's Select Parliamentary Committee.

SARAH ANN CORNISH, a married woman, while at a neighbour's house in George-row, Bermondsey, a few days ago, put a common brass pin into her ear, pricking the drum. She became unconscious, and died.

THE Cornish fisheries were rather quiet during the past week, the principal catches comprising moderate quantities of mackerel and pilchards landed by a few boats. Mackerel realised from 14s. to 18s. and pilchards 3s. per six score.

A REUTER'S telegram dated Suakim, Tuesday, says:—The heat here is intense, the thermometer registering 120 degrees. Three sailors of H.M.S. *Dolphin* have died from apoplexy. Both that vessel and the gunboat *Albacore* left suddenly for Suez this morning.

A REUTER'S telegram from New York states that another individual has been arrested on the charge of being concerned in the plot to destroy part of the Chicago, Burlington, and Quincy Railway with dynamite. Several of the men previously arrested have confessed their complicity in the affair.

In the House of Commons, on Monday, on the motion that the report of the Ballina and Killala Railway and Harbour Bill be read and that the Bill be recommitted to the former committee for further consideration, a discussion took place, and on a division the motion was negatived by 206 votes against 29.

THE liquidator of the *Great Eastern Steamship Company* has issued a statement of the receipts and payments during the period of liquidation, which shows funds available for distribution among the shareholders amounting to £2,833 6s. 8d., being at the rate of 11s. 4d. per £20 share. The steamship was sold for £26,000.

A LARGE number of members of the London Chamber of Commerce attended at the offices of the Chamber, at Botolph House, Eastcheap, on Tuesday, to hear an address by Mr. T. G. Bowles, author of *Maritime Warfare*, on "National Defence and Commerce as Affected by the Declaration of Paris in 1856."

THE *New York World* states that preparations are being made at Halifax for a filibustering expedition against Venezuela in the interest of General Crespo, formerly President of that Republic. It is said that he favours the claims of England in the dispute relative to the territorial limits of British Guiana.

In the House of Commons, on Tuesday, Sir James Fergusson, in answer to Sir T. Esmonde, said he was not in a position to express an opinion as to whether the Government expected a ratification of the Fishery Treaty between the United States and Canada. It was a measure before the Legislature of another country.

AT Queenstown Petty Sessions, on Monday, a hotel-keeper in the town was prosecuted by the Board of Trade Emigration officers for booking two emigrants to America at the offices of the Inman Line at Queenstown, without being duly licensed for the purpose, and was fined £1 and ordered to pay the costs of the prosecution.

ON Monday evening a detachment of Royal Naval Artillery Volunteers from Swansea were engaged in gun drill on board Her Majesty's ship *Pochoyund*, in Carnarthen Bay, when one of the men named John Edward Williams fell down a ventilator on to the lower deck and received very serious injury. He was landed at Tenby, in a very low condition.

AT a meeting of the governors of the Royal Naval Benevolent Society, held on Tuesday, it was stated that the Duke of Edinburgh had been pleased to signify his willingness to accept the position rendered vacant by the death of Admiral Sir Michael Seymour as president of the corporation. Grants amounting to £389 had been made during the quarter, and during the year £1,704 was awarded in relief to 237 applicants.

A MEETING of watermen and lightermen was held last Tuesday night at the Bankside, London, to consider the question of national defence, especially as it referred to the position, requirements, and resources of the Thames. It was resolved to endeavour to establish a force for the defence of the estuary; and a deputation was appointed to wait upon the Watermen's Company to invite their co-operation in carrying out the scheme.

AT a conference of the Chambers of Commerce of Bristol, Swansea, Newport, and Cardiff, held at Bristol, on Monday, it was resolved to approach the Government in favour of acquiring Lundy Island as a harbour of refuge for the Bristol Channel. Plans were produced, one of which gave an estimated cost of £600,000, and another a million. It was proposed that the cost should be defrayed partly by the Government and partly by the Underwriters' Associations.

AT a meeting of the Liberal and Radical electors, held at Gravesend, last Tuesday, Mr. John Greenwood Shipman, of the Temple, delivered an address on general politics. His programme was Home Rule, leading to Federation, one chamber, one man, one vote, free education, local option, no compensation and reform of the land laws, including leasehold enfranchisement.—A resolution was carried, unanimously adopting him as the Liberal candidate for the borough.

AN interesting experiment has been made at Toulon with the object of demonstrating the utility of a captive balloon in observing from a considerable height the movements of an enemy's fleet. A French naval officer seated in the car of the balloon was in telephonic communication with the frigate *Indomptable*, to the commander of which he signalled, as if in actual warfare, all that he could observe from his elevated position.

AN Ottawa telegram says:—Further investigation, following the inquiry by the British Consul at Kanagawa into the murderous attack on the crew of a British vessel while other hunting in Alaskan waters on May 29th, off Copper Island, and by which three British sailors were killed and others wounded, confirms the suspicion that the natives were armed with rifles furnished by an American company. The public are of opinion that vigorous action is necessary by the British Government.

GENERAL SIR LOTHIAN NICHOLSON, K.C.B., Admiral Sir Vesey Hamilton, Captain Drury, R.N., Major Buck, R.E., and Captain Bowles, R.E., the officers appointed by the War Office and the Admiralty to report upon the condition of the defence of the country, visited Liverpool, on Tuesday, and at a meeting convened in the Town Hall to hear what suggestions they had to make with regard to the defences of the Mersey, a committee was appointed to consider what local assistance could be given.

SIR EDWARD HARRIS, brother of the Earl of Malmesbury, died at Sandling Park, Saltwood, on Tuesday. The deceased, who was born in 1808, entered the navy in 1823, and distinguished himself by his services in the Mediterranean. He became vice-admiral on the retired list in 1867, and admiral in 1875. In the course of his career he held several important diplomatic appointments, such as Consul-General at Lima, Ambassador at Berne, &c. He also represented Christchurch in the Conservative interest for several years.

MR. W. H. SMITH, in answer to Mr. Hanbury, said, last Tuesday, in the House of Commons, that the Government had received representations from Australia relative to the sending out of an expedition to explore the Antarctic Seas. He, however, regretted to say that after communicating with those best qualified to advise on such matters, the Government were not convinced that either the commercial or scientific results of such an expedition would be likely to warrant any material assistance, seeing that so many other worthy schemes needed help.

SIR J. GORST (for Baron H. De Worms), replying to a question by Sir T. Esmonde, said, last Tuesday, in the House of Commons, that the Government were considering the request of some of the inhabitants of Trinidad for a modification of the constitution of that island, and it was possible that some limited changes might be agreed to. Some inhabitants of other islands had also expressed a desire to have representative government, but had been informed that her Majesty's Government did not think it advisable to change the constitution of these islands. The education and political knowledge of the bulk of the inhabitants were not yet sufficiently advanced to enable the people to exercise the franchise beneficially to their own interests.

THE ingenuity shown in observing Sunday and yet doing business on that day, has seldom been so marked as in the case of the new Manx steamers. To sail on Sunday would be impious, but there is a way out of the difficulty that would never have occurred to anybody but a Manxman. The following is an extract from the sailing bill of the Liverpool and Douglas steamers:—"Daily sailings, Sundays excepted. Extra boat on Saturdays, leaving 12 midnight." Since the announcement on a weirboard that the board was under water at flood-times there has been nothing so clever as this intimation. Sunday, in the Isle of Man, does not begin until after the arrival of the Saturday-night steamer. In Liverpool, it begins immediately after its departure.

BREST, Cherbourg, and Toulon are to be further protected from attack at an estimated cost of 67,000,000fr. The idea is to push out advance works so as to ward off torpedo attacks. New embankments and forts are to be constructed, and Admiral Krantz estimates that the work will last nine years. He hoped that at the end of nine years "France would still be in existence." The money will be voted, we cannot doubt, and perhaps the gentlemen who are considering what is to be done to defend Liverpool will lay a little less emphasis upon the advantages of vessels over forts. Vessels can be readily attacked by torpedoes as soon as the bar has been crossed. The problem is to render the approach of cruisers and torpedoes as dangerous as possible. The proper combination would seem to be one of forts and vessels judiciously strengthening each other.

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Engineers and Shipbuilders, Isle of Dogs, Poplar, London.

IMPORTANT TO SEAMEN.

ENGAGEMENT OF CREWS.

"THE SAILORS' HOME,"

Well Street and Dock Street, London Docks, E.

SPECIALLY LICENSED BY THE BOARD OF TRADE

To supply or provide Seamen and Apprentices to be entered on board Merchant Ships.

Shipowners, Brokers, or Captains requiring Seamen should apply at the above address, where men are always in readiness for immediate engagement, or they can be sent on board for selection. When the Ship is ready to sail the men so engaged will be duly seen on board with their effects.

No Fee or Gratuities of any kind are allowed to be given or taken.

CLEMENT CONRAD,) *Licensed*
J. E. VERNON WESTON,) *Agents.*

SAFE ANCHORAGE.

SEAMEN

ARRIVING AT

LIVERPOOL

Ought to

Keep a Look-out

For the SAILORS' HOME OFFICIALS

Who WEAR UNIFORM,

And go with them ONLY.

DON'T LISTEN to Crimps, Runners, and Sharks.

**GO STRAIGHT TO THE SAILORS' HOME,
CANNING PLACE, LIVERPOOL.**